





# INTIMATION

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[31]

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P.O. Box 33. Telephone No. 12

**MARRIAGE.**  
On the 12th September, at Partick, Glasgow, MURCAN GLASS, of Shanghai, to MARY HELL, fourth daughter of ALEXANDER ROBERTSON, solicitor, Glasgow.

**DEATHS.**  
On the 14th September, at Helmsley, Yorkshire, HANNAH wife of J. THORP, late M.A.'s Consul-General at Yokohama, aged 58 years.  
On the 25th October, at No. 279, Woosung Road, Shanghai, C. A. DO ROZARIO, aged 33 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th OCTOBER, 1903.

By way of a change, REUTER'S telegrams published to-day bring us news of a peaceful nature with regard to the Russo-Japanese situation, which, coupled with the intelligence of the demobilisation of all the Bulgarian reserves, seems to point to the prospect of a winter without war. At one time it looked very probable that, at one or other end of that vast region known as "the East," hostilities must break out, and the only question appeared to be which was the more likely, supposing that we should be lucky enough to escape two wars at once. Both wars would have been a serious menace to the peace of Europe, but for Great Britain a breach in the Far East would of course have been infinitely more serious. In spite of the agitation of a small section at home, hostilities in the Balkans could concern Britain but little. Naturally we desire a peaceful state of affairs there, and can only feel horror at such scenes as have been witnessed in Macedonia during the past months. But the partition of Macedonia would really affect us very little. It might almost be argued that, since we are now quite firmly established in Egypt, even the seizure of Constantinople could hurt us but infinitesimally. In the Far East matters stand very differently. The question at issue between Japan and Russia seems to be the predominance in the

whole of the North-east of Asia. In the first place, the mastery of the Gulf of Pechili is at stake. Russia's possession of Korea, or even of Corea as far south as Seoul only, would give her an indisputable pre-eminence, overawing China and commanding the northern seas. As it seems inevitable that we must consider Russia a hostile Power, such a position would reduce our foothold in North China to nothing and leave the Chinese Emperor a vassal of the Tsar. On the other hand, with Japan installed safely in Corea, Russia would be outflanked in Manchuria, and held in check with regard to her aggressive conduct toward her neighbours. REUTER states in his telegram of the 27th instant, on the authority of the London Standard, that official information has been received in Berlin that the Tsar NICHOLAS and Count LAMSDORFF have approved of the drafts of a Russo-Japanese Convention providing a peaceful compromise for all differences. This information is said to have reached Berlin alike from Tokyo and from St. Petersburg. How it comes that, if correct, it has not reached the other capitals of Europe, we cannot say. We can only hope that it is true. No one can more sincerely desire the continuance of peace in the Far East than Great Britain, and we can feel confidence that Japan will have concluded no agreement which in any way affects her national honour. She has acted throughout the crisis in a manner which would be exemplary in any nation, and we are at a loss to see how she has received the reward she so well deserves in a fair and honest convention which will set at rest the various differences between herself and her neighbour. War might ruin both nations; peace should enable them to advance towards that prosperity of which both stand so much in need commercially.

The Shanghai A.D.C. last Saturday gave a successful performance of "Jana," by Harry Nicholls and W. Lestock.

We are requested to announce that Mr. A. H. Ough, A.R.E.A., M.I.C.E., will lecture at Queen's College this evening, at 9 p.m., on Practical Ventilation. The lecture will be continued on Tuesday next, November 3rd. Course tickets for the series of lectures can still be booked.

The *Messenger* of Rome asserts that the latest society report in the Italian capital isat-hunting over the roofs of houses during the night. A club has been duly formed by the devotees of this "sport." A similar abolition is near, in the opinion of the paper.

There has been a remarkable absence of interest in the cause lists at the Magistrate's during the past few days, which reflects credit on the Police for their work in suppressing evil-doing; petty cases of larceny, hawking without licenses, and unlawful possession of opium alone occupying the attention of their Worshipships.

By kind permission of Major Radcliff and officers, the Band of the 33rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner to-day (weather permitting):—  
March—"The Gosack Patrol" Ivan Tschakoff  
Overture—"Nell Gwynn" Edward Goffman  
Selection—"The Yeomen of the Guard" Sullivan  
Song—"The Wanderer" Schubert  
Selection—"Souvenir de la Russie" Harris  
Waltz—"España" Waldteufel  
Serenade—"Love in Idleness" Macbeth  
"God Save the King."

The death is announced as having occurred on the 24th ult., near Taunton, of Rear-Admiral Wollaston Comyns Karslake. He was born in 1842, began his career in the Royal Navy in March, 1856, and served as a midshipman in the *Sans Pareil* in the Canton River in 1858 and with the naval brigade at the storming and capture of Nambow. In 1863 he was in the *Conqueror* in Japan, and was present at the bombardment of the forts in the Straits of Shimonoseki.

A communication has reached this office, signed "Clair-oyant," in which the writer thereof complains of the manner in which the Sunday excursions to Macao are managed. Without any reason, he alleges, these excursions are advertised as "under religious patronage," and yet gambling is not only allowed, but encouraged "on board" to the annoyance of other passengers. These trips are pleasant and beneficial, he adds, and to make them popular gambling should be strictly prohibited on board, and the fares enhanced to make it prohibitive for the undesirable, and at the same time compensate the promoters for the loss occasioned by the prohibition of gambling on board.

C. E. Wharton was tried at the British Consulate, Swatow, on the 16th inst. on the charge of killing a native watchman attached to the Imperial Customs Service. The Judge who tried the case was His Honour F. S. A. Bourne, and the Crown Advocate Mr. W. A. C. Platt. The prisoner was at the time of the assault a tidewater in the Imperial Customs, and had a good record, holding medals for South Africa and North China. He pleaded guilty to the charge, which was virtually one of manslaughter, as the medical evidence showed that the death was only indirectly the result of the assault, the man dying of tetanus following on blood-poisoning. Wharton was sentenced to five months' imprisonment, with hard labour.

The Hon. Treasurer of the Alliance Memorial and Netherland Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Rev. F. F. Gotchshalk \$10.

A despatch dated Simla, October 15, says:—A further heavy increase took place in the plague mortality in the Bombay Presidency last week, no less than 10,953 deaths being reported. Elsewhere throughout India the disease hangs on with little change.

The following revised rules of the International Telegraph Conference came into force in July, 1904:—1.—The code language shall be composed of words not forming intelligible phrases, in one or more of the languages authorised, and be in plain language. 2.—Words, real or artificial, must be composed of syllables, capable of pronunciation according to the usage of the language, either German, English, Spanish, French, Dutch, Italian, Portuguese, or Latin. 3.—Words of the Code language must not be longer than ten letters according to the Morse alphabet. 4.—Combinations not fulfilling the conditions of the two preceding paragraphs will be considered as a letter cipher, and be charged accordingly at five letters per word. Words formed by joining two more plain language words contrary to the usage of the language are inadmissible.

## FOOTBALL.

On Saturday afternoon, at the Happy Valley, the Hongkong Football Club will play the Sherwood Foresters, the kick-off being at a quarter-past four. The following will play for the club:—

F. H. Kew, goal; H. C. Austin and E. F. Annett, backs; G. B. Macdonald, J. W. C. Bonnar and H. C. Gray, halves; H. A. Brent, R. A. Whitmore, W. H. Williams, E. J. Davies, and J. T. Dixon, forwards.

## THE TYPHOON.

Steamers arriving in port during the last two days report very bad weather outside, with high winds and stormy seas, but no casualties to their own steamers. The British steamer *Halcyon*, Captain Passmore, from Swatow, reports passing the German steamer *Taile* off the Cape, the latter steamer having encountered very severe weather in which she lost her funnel and had her boats smashed and carried away. The *Taile* was proceeding to Swatow in a moderate northerly wind, and did not want assistance. The Norwegian steamer *Tyr*, Captain D. L. Danielsen, from Hongkong, reports very stormy weather on the 26th, on which date, at 2 p.m., she bore down upon a water-logged *Tees* boat in the Tonkin Gulf, and saved therefrom seven Chinese males, whom she brought on to Hongkong. The *Rubi*, Captain Almond, from Manila, also reports rough weather all the way up. The *Zeyra*, Captain Alford, arrived at Swatow on the 24th.

## JAPAN AND RUSSIA.

The *Kokumin*, a Japanese vernacular journal, has the following:—The conference in the Premier's official residence of the five Senior Statesmen and four Cabinet Ministers is believed to have been for the purpose of reconsidering immediate means to deal with the pending situation, in view of subsequent developments. Our general policy, decided in the conference before the Throne on the 23rd June, has not been altered, and the friendly negotiations with Russia are still to be continued. Our aims in view are, in short, first, that Corea shall be entirely under Japan's influence and, secondly, that while recognising the Muscovite arrangements in Manchuria, China's sovereignty shall be allowed to operate perfectly and the open door be actually effected there. The Tokyo Government do not wish to proceed to hostilities, but they are quite ready to meet any contingencies, at this critical juncture, for the settlement of our national fate. What we want is general peace in the Far East—peace with honour, but without undue sacrifice. Our claims are only fair and reasonable, and should Russia refuse to entertain them bona fide, we will be not unnaturally occasioned to take certain definite means for the realisation thereof.

## THE ALLEGED PEKING PLOT.

The P. & T. Times of the 22nd inst. contains the following:—A correspondent sends us what is the most intelligible statement of the mission robbery at the Legation which has yet been made. Referring to the message of the *Times* correspondent our informant says: "The message was sent without verification at the Legation, probably upon the authority of a heretofore reliable informant. Sir Ernest Satow telegraphed to London, Tokyo, and Shanghai, retelling the statements." What occurred, according to Colonel Bowen, Commander of the Legation Guard, was a theft committed by common Chinese thieves from the Chinese City. Among the munition materials which they attempted to carry off was electrical apparatus used in the construction of mines, and this was relinquished by the thieves at the last moment and left dangling over the wall by which they escaped. A quantity of gun-parts, such as sights, etc., was taken, but all has been recovered, except a small balance not exceeding ten pounds sterling in value. The supposition that these things were the paraphernalia of conspirators held to be ridiculous by the British at the Legation and at the barracks, because they are identified as the property of the Legation and were missing from the store-room. It is unlikely, from their point of view, that conspirators would rely upon the materials in the magazine for laying their train and fuse and exploding devices.

## TELEGRAMS.

### REUTER'S SERVICE.

#### JAPAN AND RUSSIA.

LONDON, 27th October.  
The Japanese and Russian purchases of coal at Cardiff for the past fortnight amount to 120,000 tons, including the loads of several steamers chartered yesterday, but instructions have been received that it is not necessary to insure the Russian Port Arthur cargoes against war risks, as has hitherto been done. This is regarded as a most favourable symptom.

The Standard states that official information has been received in Berlin, both from St. Petersburg and Tokyo, that the Tsar and Count Lamsdorff have approved of the drafts of the Russo-Japanese Conventions providing a peaceful compromise for all differences.

#### THE BALKAN TROUBLES.

LONDON, 27th October.  
The demobilisation of all the Bulgarian reserves has been ordered, which marks the end of prospects of war for this year.  
Ruter's Agency learns that all the Powers are perfectly united in supporting the Austro-Russian Reform Scheme for Macedonia.

#### CURIOUS CASE FROM BANGKOK.

The case against A. F. G. Tilke, proprietor of the *Siam Observer*, and brother of the Attorney-General to the Siamese Government, and Mong Ong, a Burmese clerk to the above-named accused, has at last concluded in the British Consular Court at Bangkok. The case, as already reported in these columns, was one of receiving stolen property, and the question turned upon whether the receiving was done with a guilty knowledge. In the evidence-in-chief Mr. Tilke admitted that there were circumstances which led him to believe that the goods were stolen property, but he had no actual knowledge. The facts of the case appear to be as follows: The first accused is a dealer in stones, and the second accused is his clerk, the latter also keeping a boarding-house for traders in precious stones, for whom he acts as a broker. One day in June a man named Mong Hla, a dealer, came to board with him, and after some days said he had a large parcel of diamonds, emeralds, rubies, and sapphires (inferior rubies or garnets), and asked Mong Ong to help him to dispose of them. The latter promised to do so, and went and consulted his master, the first accused. Thus negotiations were opened. On seeing some of the jewels the first accused, as he alleged, believed he knew the men who had his jewels, and it was arranged that Mr. Graebert should come and see them the following day when the men were to bring them to the house of the first defendant. At that interview the first defendant declared the stones to be imitation, and after much circumlocution and cross-questioning, admitted he, with two accomplices, had stolen the things, and they had divided them into three parts. Finding he had been cheated, Mong Hla divulged the names of his accomplices. It was then arranged that Mong Hla should induce his accomplices to bring their shares of the jewels to the house of the first defendant, and if they refused they would have them arrested, and Mong Hla should turn King's evidence. Mong Hla handed over some of the jewels to the first defendant and left, saying he would see his accomplices. Next day the second defendant learnt that Mong Mong and Mong Po were going away by steamer, and on informing the first defendant of the fact the latter caused their arrest, while at the same time the police arrested Mong Hla and searched the second defendant's house, where the arrest of Mong Hla was effected, but nothing incriminating was found. From further evidence it developed that while Tilke was negotiating with Mr. Graebert for the return of a portion of the stolen jewels to the latter, in consideration of a heavy *douleur* for himself, he was also playing a double game in order to retain some of the jewels himself. The fatal mistake Tilke made was to carry on his negotiations by correspondence, and when, on account of several delays and so on, Mr. Graebert's suspicions were aroused, and he handed over the correspondence to the police, Tilke was shadowed, and sufficient grounds obtained for his arrest on the charge of receiving stolen property, the list of the jewels he proposed to hand over to Mr. Graebert falling far short of the list of those he received from Mong Mong, through his clerk Mong Ong, and he was accordingly arrested. After a hearing of eleven days the jury brought in a verdict of guilty, and Mr. Tilke was sentenced to six months' hard labour, and his clerk to twelve months. What that means for one who held a prominent position in Bangkok business, social, and sporting circles, and whose brother is Judge of the Appeal Court, and Attorney-General of Siam, it is perhaps unnecessary to dwell upon.

The latest news is that Mr. H. G. Gough, editor of the *Siam Observer*, has been tried on a charge of contempt of court by making certain allegations in a leader commenting on the trial. Mr. Gough was sentenced to fourteen days' imprisonment, it being added in the order of the Court that in the event of defendant failing to give satisfactory assurances for good behaviour in the future he will be deported from Siam. Execution of the judgment of the Court has been stayed for one day.

NEW IDEAS FOR KWANGSI.  
It is said that a Japanese military officer undertaking to stop the rebellion in Kwangsi with two thousand Japanese soldiers, arranged with a native of Sun Ning, by name Yu, to have an interview with the Viceroy to talk over the matter. A petition was presented by Yu but was refused.  
There is another suggestion with reference

## CANTON.

FROM OUR OWN CORRESPONDENT.

Canton, 28th October.

**REMARKABLE IMPRISONMENT.**  
A case in which remarkable mistakes were shown by a small official has just been brought to light. Some time ago the name Cheung Ting Wai was mentioned in connection with the Cantonese fleet. Admiral Lo Bu had been superseded by Cheung. It now appears that this gentleman had been dead for years, but by a masterpiece in the way of forgery, and probably by extensive bribing of functionaries, a junior official had succeeded in personating Cheung. While in a low position this impostor had managed to keep up the fact, but he grew ambitious, and by his clever representations to the Viceroy (he exposed Lo Bu's incompetence and suggested the lines on which the fleet in the South could be re-organised) he was raised to the post of admiral. Here, however, his own ignorance of high affairs led to his exposure, and he now stands charged not only of forgery, but of lining his own pockets by supplying the Kwangsi rebels with arms.

**PROVINCIAL TROUBLES.**  
From Kwangsi no news of importance creeps through the bulwark of censorship set up by the Viceroy. It may be, as rumoured, that the rebels are coming in large numbers, or again detachments of Imperialists may be cut into a thousand pieces, but we in Canton know nothing about it for the present.  
Waichow, that other hotbed of brigandage, continues to furnish news. General Ng, who was lately appointed, has already had to call out his troops. It was reported to him last week that several hundred rebels had held a meeting in a park at Foklo (on the East river) and were planning some great coup. The general promptly made a forced march with a large body of troops, but when he arrived the birds had flown, and he had to content himself with the destruction of the houses and grounds where the plot was hatched.

**MORE PIRACY.**  
The pirate junk mentioned in my last letter, encouraged by its previous successes, again swooped down on a merchantman on the river near Sheshing. A Government boat was on this occasion lurking hard by, and it engaged the corsair, a tremendous fight ensuing—at a safe distance. After two or three pirates had fallen the pirate junk fled, and the Government boat followed on the side of law and order.

**FROM ANOTHER CORRESPONDENT.**  
Canton, 28th October.  
**THE NEW NAMHOI IN TROUBLE.**  
As regards the dismissal of the Namhoi magistrate Wong Sang there is further news to hand. The cause of his dismissal was that during the term of his office as such magistrate it came to the knowledge of H.E. Viceroy Shun that the turnkeys and watchers of his Yamen squeezed the convicts of various sums of money. Thereupon His Excellency ordered the magistrate to investigate and punish them. He was called upon for an explanation, and the answer he gave was equivocal and unsatisfactory, so H.E. Shun, very angry, a few days ago, ordered his dismissal. To be Namhoi magistrate one must spend a good lot of money. Wong Sang, it is said, has spent during a few months out of his own pocket something like a hundred thousand taels for yamen expenses and gifts to officials, in the hope of recovering it by collecting the land-taxes at the end of the year. If a magistrate gets dismissed, as in this case, before the end of the year, he is a sure loser. It is said that Wong will be sent as acting magistrate in the district of Kit-yeung, Waichow.

**ANOTHER HEAD IN DANGER.**  
Ever since Li Ka Cheuk, late magistrate of Yam Chow, was arrested and imprisoned in the Pan-ya gaol, strict watch has been kept over him for fear of his escaping. From fourteen to fifteen soldiers are employed in watching him day and night, and he is not allowed to take the meals sent him by his relatives or friends as other criminals are; nor are his own servants allowed to attend upon him but the gaol guards. Report says it is very likely that he will lose his head.

**UNDER THE BLOTTING PAPER.**  
About a week or ten days ago H. E. Shun sent a despatch to one of the Consuls in Shamen. No answer being forthcoming, he wrote again, and the Consul stating that he did not receive the despatch, His Excellency flew into a passion, and threatened to cut off the messenger's head if he did not produce the document within twenty-four hours. The man ran trembling to the Consulate to beg the Consul to save his life. The latter searched everywhere, and at last found the despatch underneath the blotting paper on his desk. Upon his writing to the Viceroy to point out that it was not the fault of the messenger, the matter dropped.

**WEATHER REPORT.**  
The Hongkong Observatory yesterday issued the following report:—  
The barometer has risen considerably over S. China and Japan, fallen over N. China. The anticyclone remains central over Mid-China.  
Pressure is relatively low over the S. part of the China Sea, and over the Pacific to the S.E. of Formosa.  
Gradients are decreasing and the monsoon is moderating on the China coast.  
Steep gradients with heavy monsoon over the China Sea.  
Forecast:—Moderate N. winds; fine.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kobe at 8 a.m. on the 28th inst., and left again at 1 p.m. same day for Yokohama, where she is due to arrive at 1 p.m. on the 29th inst.  
The N.G.I. steamer *Loch* left Singapore for this port yesterday, and may be expected here on the 3rd prox.  
The N.Y.K. steamer *Dingo Maru* (European Line) left Singapore for this port on the 28th inst., at 5 p.m., and is expected here on the 3rd prox., at 7 a.m.

by the rebellion. The committee of the different charitable institutions in Canton have offered themselves to the high local authorities on condition to repair to Kwangsi and propose terms of peace to the rebels. As they are charitable men, it is thought the rebels might have more confidence in them.

**AO SUN.**  
The brigand chief Ao Sun, of Sai Chin, had a fight with his comrades about the division of booty, whereon one of the latter fired and wounded him in the arm. The blackmail Ao has retired upon the proprietors of land and fields in the district of Haungshan alone amounts to one hundred and ninety thousand dollars a year.

## CAPITAL AND LABOUR IN THE UNITED STATES.

The *Times* correspondent writes from New York:—On September 7 Sam Parks, a convicted walking delegate, led a labour parade in this city. Parks has now scored another and far more serious victory, one which is likely to hasten the long-predicted struggle to the death between capital and labour in America. At the convention of the International Association of Bridge and Structural Iron Workers at Kansas City Parks and his companions were admitted as delegates from New York and at the subsequent proceedings Parks practically dominated the convention. It is conceded that this victory will cause the collapse of the rival union started here by the ironworkers who objected to being led by a blackmailer. Parks now has the building trade in New York by the throat, and his victory, in the opinion of employers here, means the practical suspension of building enterprises for a year or perhaps longer. With affairs in the hands of this merciless vampire, capital will be afraid to invest. "I'm going back to New York," said Parks at Kansas City, "and I'll strike everything that opposes me. I'll tie up the new East River Bridge and pull out every man working for the American Bridge Company. They can't beat me; I'm just beginning to fight." The loss to the city by the suspension of building operations is almost incalculable, but it may be doubted whether it can be compared with the ultimate harm which will be caused by the action of one of the largest bodies of working men in the country in endorsing the acts of a man who has been convicted of extortion and against whom other grave charges are pending.

## ANOTHER INSURANCE FRAUD IN JAPAN.

The *Japan Mail* publishes a report from Saitama Prefecture to the effect that a rice dealer named T. Haraguchi, living at Otsu, who insured himself with the New York Life Insurance Company for 10,000 yen, intended to obtain the insurance money by means of fraud. It appears that the rice-dealer after his "barn" was reported to have died the following night. Dr. T. Ohashi gave a certificate of death which was presented to the village office, but the coroner found on enquiry that the man was lying in bed shamming death. The doctor and the rice-dealer were removed to the police station.

## PAINFUL STORY FROM NEW YORK.

A painful sensation has been created to-day, says the New York correspondent of the London *Daily Express*, writing on the 23rd ult. by an announcement made by the authorities of the New York Hospital for the Ruptured and Crippled regarding the operations performed by Dr. Lorenz, the famous Vienna surgeon. It will be remembered that Dr. Lorenz was called from Vienna by Mr. Armour, of Chicago, to operate upon Lolita, his young daughter, who had not walked from her birth. At his last visit, some months ago, Dr. Lorenz performed some free operations on crippled children at the New York Hospital. On the 23rd the plaster casts were removed from the limbs of eight of the patients treated by Dr. Lorenz. In four cases the limbs were found to be gangrenous, two amputations were necessary, and one of the children has since died. Now Dr. Gibney, the New York associate of Dr. Lorenz, comes forward and makes his admission that little Lolita Armour is, after all, unable to walk. The affair is the more painful because every confidence was felt in Dr. Lorenz's method in this country, and doctors were looking forward with much eagerness to the success of his treatment. Mr. Armour had offered Dr. Lorenz an immense sum if he could make his daughter walk, and several millionaires in like case had offered fortunes for similar services to their children.



## CORRESPONDENCE.

## BAD GAS.

TO THE EDITOR OF THE "DAILY PRESS".  
 Hongkong, 29th October.  
 Sir,—A paragraph in your this morning's issue states that the Gas Company is at present laying new mains in Connaught Road and feeders to the main in Queen's Road, and that there will therefore be no further cause for complaint on the score of a deficient supply. This piece of news, whilst perhaps comforting to the residents in the City of Victoria who are of sanguine nature, raises a foreboding hope in the breast of—Yours etc.

## A KOWLOONITE.

## THE VOLUNTEER CAMP.

TO THE EDITOR OF THE "DAILY PRESS".  
 29th October.  
 Sir,—With reference to Mr. H. C. Wilcox's letter in this morning's issue of the *Daily Press*, the writer shows a stupendous want of the sense of humour. As a Volunteer—and one who sacrifices as much time as Sergeant Wilcox in camp duty—I would point out to him that Saturday was an off-day at Stonecutters, and if he had ever attended a Volunteer Camp at home he would have known that the Saturdays are invariably given up to fun and frolic, with no harm to Volunteers even like Sergeant Wilcox. If Sergeant Wilcox objects to the newspaper comments on the Camp reflecting the spirit that prevailed, then he is no Volunteer in the proper sense of the term. If he is incapable of enjoying himself once in a while, it may be a comfort to Sergeant Wilcox to know that there are others who can do so. As for the shandy that appears to have got on his nerves, perhaps he is not able to appreciate a pint after coming off duty, but he is one of the few who cannot. Nobody recognises more than I that the Camp is useful and good for instructional purposes, but the loss we have the better of men who would eliminate all fun, and who are this-skinned enough to be shocked at the smoke-out of a cigarette, or the aroma of a canteen shandy.—Yours, etc.

## VOLUNTEER.

## ILLICIT TRADE "TAXES" ON FOOD.

TO THE EDITOR OF THE "DAILY PRESS".  
 30, Sussex Square, Brighton.  
 Sir,—As far back as 1903, in the days of Edward I., the market middlemen (formerly known as forestallers), who now in 1933 still control our food supplies, were then punished by banishment, forfeiture of goods, the pillory, fines, and imprisonment.  
 Before a safe and sound state of affairs can be brought about in the British Empire, these laws and penalties must be revived, or suitable restrictions reinforced.  
 In 1974, a special act of Common Council states that "The (London) markets being intended for the benefit and advantage of housekeepers and others, who buy for their own use, to be spent in their own families, to provide for themselves in the morning at the best hand, and pay moderate rates for their provisions".  
 This Act also enforced *bona-fide* public auctions and proper weighing facilities within the market.  
 In 1601, the Common Council of the City of London issued its famous report "as to the extravagant high price of every necessary article of human sustenance and food, which had become truly alarming," concluding with "In order to stop the nefarious practices of regrating and intercepting the supplies of provisions for the metropolis, we (the Common Council) are unanimously of opinion that such practices should be prohibited, the offenders heavily punished, and the contracts declared void".  
 The majority of the nation is now greatly alarmed at proposed microscopic taxes on food. Yet the country calmly submits to avoidable but augmenting Trade Rings, whose commercial combinations have cornered our entire fresh food supplies during both peace and war.  
 "Tied bakers" shops run by millers, public-houses owned by brewers, an artificially limited supply of perishable meat, game, poultry, eggs, butter, margarine, fish, vegetables, fruit, etc., are all safely in the octopus grasp of the ubiquitous middlemen, who have illegally monopolised our fresh food markets, the joint property of the primary food-producer and the consumer.  
 Free Trade should mean free dealing between producer and consumer, whilst, owing to the machinations of the middlemen, has been made practically impossible in the British Empire. Wherefore, despite of free imports, the price of fresh food in England still compares most unfavourably with that of some other countries—notably Germany—where the trade rings are less powerful and less greedy, and where, although almost all home-grown foods and food imports are taxed, yet the actual cost of food to the consumer is far less than in our own country.  
 Our fresh food supplies, if made "imperishable" (as I have so long persistently publicly advocated), by proper means of killing or collecting, preparing, dry cold-air-storage, and distributing, would tend to defeat the middlemen's monopoly.  
 Various kinds of fresh foods demand different but definite (artificial) dry cold-air temperatures for "imperishable" preservation.  
 The majority of these animal and vegetable fresh foods, especially fish, are cheaper to produce, store and distribute, besides being much more wholesome, nutritious, and palatable in the "imperishable" condition, than in their present perishable forms, too often stale and sometimes even poisonous.  
 Of course, in the event of war, then only imperishable fresh food supplies for the

people, army, military and mercantile marine, can save the United Kingdom from starvation.

Note. Examples—

(I). New Zealand mutton is frequently delivered at the chief ports of the United Kingdom at less than 3d. per lb. for which in the same town the consumer is charged from 7d. (61), the lb. by the local butcher.

(II). Sprats are often sold in Billingsgate at the rate of about 10lbs. for one penny, for which the local London fishmonger or costermonger charges from 2d. to 3d. or more per lb. That is to say, the consumer in London buys one pound of sprats for three pence, with which sum 57lbs. of sprats are purchased by the Billingsgate King.

As far back as 1803, a wise and just statute of Edward I. declared that "the forestaller" (now called "middlemen's rings") is "an open oppressor of the poor, and an enemy of the whole country".

A Parliamentary Return as to the prices paid to the primary fresh food producers, and those charged to the consumers, would prove that the fresh food rings of market middlemen (who do not distribute the food) are a grave and growing danger and disaster to the trade, the progress and the prosperity of the Empire.—I am, Sir, yours, etc.

J. LAWRENCE HAMILTON, M.R.C.S.

## LATE TELEGRAMS.

[VIA SHANGHAI.]

THE FAR EAST.

Berlin, 23rd October.  
 Count Inogye, the Japanese Minister, called to-day on Count Bulow and repeated on this occasion his former peaceful declarations in regard to the situation in the Far East. He said the Japanese Government did not by any means intend to provoke hostilities; on the contrary there was every prospect that all pending questions would be settled in the near future.—O. Lloyd.

ITALY.

Berlin, 23rd October.  
 The King of Italy will accept the resignation of Signor Zanardelli, the Premier of the Cabinet. Although the whole Cabinet have resigned, a number of the Ministers will retain their portfolios. So it is that Vice-Admiral Morin, the present Minister of Foreign Affairs, will retain his portfolio.—O. Lloyd.

GERMAN FINANCE.

Berlin, 23rd October.  
 The conference of the Ministers of Finance of the German States has been brought to a very satisfactory close at Berlin. With reference to these negotiations, Baron Podewitz, the Bavarian Premier made before the Bavarian Chamber a lengthy and impressive speech, wherein he pleaded for the active participation of Bavaria in all Imperial affairs, and in which he acknowledged, without any reserve, the policy of federation of the Emperor and Chancellor Count von Bulow.—O. Lloyd.

[VIA CEXLON.]

HOME POLITICS.

London, 9th October.  
 Mr. Gerald Balfour, speaking at Leeds, said that Protection was no part of the Government programme. The Government was pledged not to give effect to Fiscal Reform until after an appeal to the country.

Australian comments on Mr. Chamberlain's scheme show that, while Free Traders deplore the abandonment of Cobden's ideals, Protectionists are not prepared to make material sacrifices by lowering duties in favour of England, and there would evidently be a strong disinclination to enter into a compact not mutually and equally advantageous.

London, 13th October.  
 In his electoral address the Hon. Alfred Lyttelton, when the Liberal Cobdenite, Mr. Berridge, is opposing, says that he approves of the Tariff proposals of Mr. Balfour and of Mr. Chamberlain, including Colonial preferences, though it will be necessary first to refer the latter to the people.

The bye-election at Fareham is due to the appointment of Captain Arthur Hamilton Lee as Civil Lord of the Admiralty.

London, 14th October.  
 Lord Rosebery, speaking at Sheffield, contended that Mr. Chamberlain was the real head of the Government. Retaliation and Colonial preferences were, he said, experiments that had been tried in the past and abandoned because of their impossibility. Everything in Mr. Chamberlain's plan was hypothesis and assertion; and the prospect of worse relations with Germany, France, Russia, and the United States was not alluring. Mr. Chamberlain's policy might as well be in a battle with the whole civilised world. Lord Rosebery held that Free Trade had not failed but succeeded. Mr. Chamberlain's proposal would tend to dissolve the union of the Empire.

London, 14th October.  
 Lord Rosebery's speech has had a tremendously stimulating effect on anti-Protectionists.

SOMALILAND.

London, 9th October.  
 Colonel C. G. M. Faxon (of the Indian Army) has been appointed to command a brigade in Somaliland, and Colonel Swann is to take charge of the line of communications.

London, 11th October.  
 The Mullah is reported to be only six miles from Obbia, whither the Italian warship *Lombardia* has proceeded.

Calcutta, 11th October.  
 Arrangements are sanctioned for an early despatch from India of another 900 Mounted Infantry, ponies and equipment, to Somaliland, a number being purchased from native cavalry regiments. The Indian Marine has now taken up sixteen transports altogether for service in

the Somaliland expedition. Some of these have already gone, and the remainder will be despatched shortly.

London, 12th October.

Captain Duff, Vice-Consul in Abyssinia, has left England to join the Abyssinian force against the Mullah.

THE PALESTINE.

London, 11th October.

The Turks have almost completed military operations at Mousil. The last band of insurgents, numbering 93, were annihilated on the 6th instant, after a desperate fight. The band were strongly posted on a precipitous ridge, and fought heroically against the Turks, who dauntlessly stormed the ridge.

ARMY NEWS.

London, 11th October.

An Army Order has been issued which gives the Director-General of the Veterinary Department the rank of Major-General. For the rank of Lieutenant-Colonel fifteen years' service is required, of which at least three must be spent in India. The ordinary pay varies. A Lieutenant gets £250 yearly, and a Colonel 35 shillings per day.

Simla, 15th October.

Lieut.-General Sir Archibald Hunter is expected to arrive in India about the 24th instant, and will assume command of the Forces in Bombay on the departure of Sir R. Low.

Major Willoughby, 2nd Bengal Lancers, goes to Yunnan to report on the possibilities of mule supply from that province.

THE COTTON OUTLOOK.

London, 12th October.

The cotton position in Lancashire is improving. The mills at Bolton, which mainly use Egyptian cotton, expect to be working normally at the beginning of November.

THE ADEN HINTERLAND.

London, 12th October.

The punitive expedition in the Aden Hinterland has had seven British soldiers wounded, whereof one "Dublin Fusilier" is mortally wounded, in a fight with Arabs.

RUSSIA AND THE AFGHAN FRONTIER.

London, 14th October.

The Russian official, Kaloykoff, and two officers have left Ashkhabad for the Afghan frontier to fix the boundary-posts in concert with the Afghan delegates.

THE CENSURE WITHCH.

London, 14th October.

The result of the race for the Censure withch was as follows:—

Special Wire ... 1  
 Lord Howard's Zinfandel ... 2  
 Mr. J. Hammond's Burses ... 3

KING LEOPOLD AND THE CONGO SCANDAL.

London, 14th October.

The King of the Belgians is in Paris, where he will see President Loubet and King Emmanuel, to enlist their sympathy for arbitration regarding the situation in the Congo Free State raised by the British Note of the 25th June.

THE FORCE OF FRAUD.

London, 14th October.

Dowie intends to begin his "crusade" in New York on Friday (16th). It is expected that some 5,000 Zionists will parade the streets, and it is considered likely that rioting on a large scale will be the result. Dowie is leaving the United States for London in order to start a campaign there on similar lines.

THE PEACE OF EUROPE.

London, 15th October.

Several papers, both English and French, comment on the coincidence of the publication of the Anglo-French Arbitration Agreement on the day of King Emmanuel's arrival in Paris, and point to the natural appropriateness of a rapprochement between Great Britain, France, and Italy—three of the most progressive and enlightened nations in Europe—with which Germany, Austria, and Russia, as allies of one or the other, contrast widely.

NEW COMMANDER AT THE CAPE.

London, 15th October.

Colonel Miles, Commandant of the Staff College, has been appointed to command at the Cape, with the rank of Major-General.

CHINESE LABOUR FOR SOUTH AFRICA.

Mr. Ross Skinner's suggested solution for the labour difficulty in South Africa will revive a somewhat bitter controversy. After a five months' tour during which he visited California, British Columbia, Japan, the Malay States, and the coast of China between Hongkong and Tientsin he practically plumps for Chinese immigration. He has, it is true, recommended that every effort be made to increase the supply of Kaffir labour. But this is chiefly a sop to the opponents of the importation of Asiatics, for had there been any moderate prospect of Africa being able to supply the demands of the mines he would never have been sent on his tour. The attitude of the Transvaal mine-owners is simple. The use of unskilled labour is essential. But "the use of white unskilled labour is economically impossible," and "the present recruiting fields for African native labour are almost, or quite exhausted, and new fields are either not open or else cannot be developed for a period of years." The Chamber of Mines estimates the permanent available supply of native labour at 235,000 men, whereas the present requirements are 350,000 leaving a shortage of 115,000 men. It is, too, estimated that in five or six years' time 650,000 natives will be required. Therefore, say the capitalists, it is a case of Hobson's choice. India could of course supply a large amount of unskilled labour, but the question of the status of British Indians would undoubtedly arise, and the Chinese, though perhaps not so good, could be obtained more easily. There has already been an offer from Hongkong to supply 200,000 men, and despite the warning of a number of Johannesburg Chinese there is not likely to be much difficulty in securing coolies if the immigration policy is approved. The Rand mine-owners and a section of the Boers are said to favour the importation of Chinese, but the scheme will certainly be opposed by a large proportion of the people.—Times of India.

## THE TARIFF PROBLEM.

Are we living on our capital? and "Historians" (We thought, by the way, that this pen-name was appropriated by Sir W. Vernon Harcourt) in the sub-heading of a letter to the Editor of the *Standard*. He writes:—

There is no point in the current discussion of fiscal matters which seems to perplex many anxious enquirers more than the great and growing excess of our imports over our exports. They look at the annual figures presented to them, and they find that year by year we receive from abroad goods worth some £180,000,000 sterling above the recorded value of those we send out. This alarms and disturbs them. Here, they say, is a trading concern—to wit, Great Britain and Ireland—which has £223,000,000 on the debit side of its ledger and only £249,000,000 (or if we take British and Irish produce and manufactures alone, only £278,000,000) to its credit. That is a state of things which cannot go on. Something must be wrong. Sound business means selling more than you buy, not buying more than you sell. But if I habitually buy goods to the extent of £228 and sell only the worth of £278, I shall be in the Bankruptcy Court. How is the nation paying for this appalling surplus? Obviously it cannot meet it out of earnings, so it must be consuming its capital, which in the end means ruin.

These apprehensions are quite intelligible. They are those of the natural, economic man, woman, and child, in all ages and conditions. If I give a shilling to a small boy well-grounded in the ethics of the nursery, he does not spend it; he saves it. If he is a specially virtuous small boy, he puts the coin away in a money-box so constructed, that it cannot be opened, and thus effectually guards himself against the consumption of his capital. Similarly, country people in remote districts, mistrusting banks and investments, will keep their savings in an old teapot. In the East, for countless generations, they have hoarded their gold and silver by putting it under ground, so that the capital is preserved intact from father to son, until some body forgets where it has been buried. The Unfaithful Servant of the parable in St. Matthew xxx. 14 and St. Luke xii. 13, who hid his talent in a napkin, was a political economist of this kind. But capital is only useful when it is being consumed—productively. A business man, with a thousand pounds of spare cash in his hands, promptly sets it up in the purchase of stock and plant, or lends it out to his banker or some other person, who consumes it in the expectation that he will make a larger amount as the result. The mere consumption of capital, if it is being replaced by new capital, cannot, therefore, be the evil which alarms our pessimists. What they mean is that we are using up our resources unprofitably. They fear that we are bartering away our means of production to pay for the food and drink and raw materials and other commodities which are required from day to day. We are supposed to be in the position of a private person, who is providing for his household expenditure by selling the stocks and shares from which he derives his income.

Now, this operation cannot, from the nature of the case, be continued indefinitely. A gentleman of "independent means" who lived in the manner indicated would soon cease to be independent. When he had parted with all his investments, his tradesmen would decline to "dump" bread and meat at his kitchen door; and even supposing that he had so nicely calculated matters as to make his capital just last out of his lifetime, his income would show a progressive diminution from year to year. But if we turn to the nation which, *ex hypothesi*, is acting in this fashion, we find that quite opposite conditions prevail. The excess of imports over exports has gone on increasing from year to year; at the same time the national income and capital have also increased enormously. The last annual Return of the Commissioners of Inland Revenue puts the gross income "brought under the review of the Department" at £244,375,000 in 1925 and £266,993,000 in 1931-2. It may be said, however, that it is not the whole income of the nation with which we are concerned, but only that part derived from foreign investments. But here the figures are even more conclusive. There is a table giving the yield of these investments, so far as it can be ascertained, for a period of twenty years, from 1882-83 to 1931-2. During that space of time the amount has practically doubled, rising from a little under 32 millions sterling to 62 millions and a-half. So, while we are supposed to be living on our capital, we are, in fact, increasing our capital at home, doubling our investments abroad, and yet continuing to get in more wealth, in the shape of commodities, every year. It will be seen that the analogy with the impecunious rentier breaks down badly at every point.

Moreover, it is to be noted that, if an excess of imports is a sign of economic decay, then several of our most energetic rivals are going to the bad along with us. France, Germany, Switzerland, Belgium, Italy—all the most progressive countries of Europe—show a surplus, and for the most part a steadily-growing surplus, of imports. Are all these nations living on their capital? On the other hand, the "balance of trade" is in favour of some other States in which industry is in a much more backward condition. It is true that the United States has an excess of exports; but, then, so have Russia, Austria, Brazil, India, and Argentina. And, to crown all, we find, on a closer inspection, that all the nations, in the aggregate, import more than they export. I am not aware that anyone has yet suggested that the world collectively is taking in the surplus from cosmic space; though, for my part, I imagine that if the inhabitants of Mars

(Continued on page 5.)

## KODAKS, FILMS, AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

## ACHEE &amp; CO., PHOTO GOODS STORE.

TEMPORARY SHOW-ROOMS, 12, QUEEN'S ROAD

(1st Floor, above Messrs. Price & Co.),  
 Hongkong, 17th September, 1933.



TELEPHONE No. 135.

THE FAVOURITE BRANDY OF THE

FRENCH IS

## MARTELL'S

\* \$23.00 PER DOZEN.

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Even their cheapest quality is recommended

by the Medical Faculty for Invalids and delicate people.

SOLE AGENTS.

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL

BROWN, JONES & CO.,  
MONUMENTAL MASONS.

ITALIAN AND AMERICAN MARBLE  
 STATUARY FIGURES, OBELISKS, COLUMNS  
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 STONES IN STOCK.

CEMETERY MEMORIALS made to and  
 design in Italian and American Marble and  
 Hongkong Granite.

LETTERING in any Style or Language.

COAST PORT ORDERS carefully and  
 promptly executed.  
 Hongkong, 7th August, 1933. [2231]

## DR. NEWELL WILSON,

DENTIST,

pleased to announce that his Offices

(over MESSRS. WATKINS LD. New  
 Dispensary)

are completed and he can be seen from  
 8.30 A.M. to 1 P.M. and 2 to 5 P.M.

Latest American methods.

Reasonable prices.

No charge for examinations.

31, QUEEN'S ROAD CENTRAL,

Watkins Building.

Hongkong, 26th October, 1933. [2941]

FOR SALE.

THE NEW "SUN" No. 2  
 ANTI-RIBBON VISIBLE  
 TYPEWRITER.

IT is a type-lever Machine, has Anti-Ribbon  
 Linking Mechanism, which costs one-tenth  
 the cost of a ribbon, has universal keyboard of  
 27 keys, and writes altogether 31 characters.  
 It takes in paper 8 1/2 inches and writes a line of  
 7 1/2 inches. It measures 8 1/2 by 12 by 11 inches  
 and weighs 13 pounds unboxed.  
 Beautiful work approaching Print, which is  
 impossible with a Ribbon.  
 A small consignment of above Machines  
 having just arrived, are offered for Sale at  
 \$135 net.

Easy term of small monthly payments on  
 hire, system accepted on orders only, from  
 scholars and other approved applicants wishing  
 to acquire a machine for learning preparatory  
 to clerkship or otherwise.  
 Circular and Particulars to be had on appli-  
 cation.

THE CENTRAL PRINTING OFFICE,

No. 2 Coronation Terrace.

(Below CAINE ROAD at the head of

ABERDEEN STREET).

Sole Agents for Hongkong & China.

Hongkong, 22nd October, 1933. [2932]

PURE FRESH WATER

THE HONGKONG STEAM WATER-

BOAT CO., LD., is prepared to supply

ANY QUANTITY OF PURE FRESH

WATER to the Shipping, both for Deck and

Boiler Flag W.

J. W. KEW,

Manager,

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1933. [17]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS

Coloured, White-Away Cards, etc.

For Sale at GRACE & CO.'S Stall at

HONGKONG HOTEL CORRIDOR.

Also

Used and Unused Foreign and Colonial

POSTAGE STAMPS

in Sets, Packets or Single. King Edward VII

Albums, Catalogues, Hinges, &c., &c. &c.

Inspection invited.

Hongkong, 12th June, 1933. [2873]

HONGKONG  
BUSINESS DIRECTORY.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1889.  
 Every Household Requisite. Depot for  
 Eastman's Kodak Films and Accessories;  
 12, Queen's Road Central.

CHEONG LEE & CO., Furniture Store,  
 Established over 20 years. Importers and  
 Exporters, Teakwood Furniture, Black-  
 wood, Jewellery, &c., highest grade  
 best and cheapest. 5, Queen's Road  
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## JEWELLERS

MAISON LEVY HERMANOS  
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 Bromide and Crayon Enlargements and  
 also colouring Photos and Relief Photos.  
 Views of China and Manila. Work  
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## STOREKEEPERS:

P. BLACKHEAD & CO.,  
 Navy Contractors, Sailmakers, Provision  
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BISMARCK & CO.,  
 Navy Contractors, Ship Chandlers,  
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 makers, &c. Fresh Water supplied to  
 Vessels in the Harbour

KWONG SANG & CO.,  
 Shipchandlers, Sailmakers, Provisioners,  
 Coal Merchants, Hardware, Engineers'  
 Tools, Brass and Iron Merchants,  
 144, Des Voeux Road.

MOORE & SEIMUND,  
 25 and 26, Connaught Road, Prince Central.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, &c., should be addressed to the Manager only, and special business matters to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Telephone No. 12.

## NEW ADVERTISEMENTS

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

The Company's Steamship "HAILONG," Captain Evans, will be despatched for the above port TO-MORROW, the 31st inst., at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 29th October, 1903. [3013]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOCHOW.

The Company's Steamship "HAICHING," Captain Passmore, will be despatched for the above ports TO-MORROW, the 31st inst., at 3 p.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 29th October, 1903. [3014]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERREAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAHAG, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship "ISCHIA."

Captain Magagnoli, will be despatched for the above on THURSDAY, the 12th November, at Noon. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 30th October, 1903. [4]

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

## NOTICE TO CONSIGNEES.

THE Steamship "HAMBURG."

OF THE HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. TO-DAY, 29th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 5th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 5th November, at 9.30 a.m.

All Claims for damage must be sent in before the 5th November, or they will not be recognised. No Fire Insurance has been effected.

Bills of Lading will be countersigned by NORDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 29th October, 1903. [5]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS OF the above Club will be held in the CITY HALL on MONDAY, 2ND NOVEMBER, at 4 p.m.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 16th October, 1903. [2905]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from the West end of Stonecutters Island on the undermentioned dates at Barrel Targets in a Westerly direction, to the South of Chungkue Island—

October 30th, at 8 a.m. October 31st, at 3.30 p.m.

By Command, F. H. MAY, Colonial Secretary.

Hongkong, 20th October, 1903. [2977]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

EILEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 9, 10, 12, 16, and 20 BORE, and NEWCASTLE DRILLED SHOT in all Sizes, Nos. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO. Hongkong, 28th November, 1902. [11]

## MUSIC.

RAPID Tuition given on the BANJO, VIOLIN, &c. Terms moderate.

L. A. DE GRACA, 58, Post Street, or Care of Daily Press Office.

Hongkong, 11th August, 1903. [2258]

## PUBLIC COMPANIES

## HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, TO-MORROW (SATURDAY), the 31st day of OCTOBER, 1903, at Noon, when the Subjoined Resolutions will be proposed, viz.—

1. "That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be added to the present shareholdings of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine."
2. "That Article No. 32 of the Articles of Association of the Company be cancelled and the following Article substituted therefor—

"The remuneration of the General Managers shall be \$4,000 per annum (which shall cover office rent but not salaries of Secretary and other employees) and a commission of 5 per cent. of the net profit of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Should the above Resolutions be duly passed they will be submitted for confirmation at a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 24th day of July, 1903.

JOHN D. HUMPHREYS & SON, General Managers. [2905]

## HUMPHREY'S ESTATE AND FINANCE COMPANY, LIMITED.

## THE SHARE CERTIFICATE No. 4,935

for Fifty shares, numbered 61,851—61,900 inclusive, standing in the register in the name of Capt. DONALD FIDDER TULLOCH, R.A., of Hongkong, having been lost, NOTICE IS HEREBY GIVEN, that unless the said Certificate be produced at the offices of the Company, 38 and 40 Queen's Road Central, Victoria, before 25th November, 1903, a new certificate for the said shares will be issued and the old certificate will thereupon be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers. [2906]

Hongkong, 23rd October, 1903.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (FRIDAY), the 30th OCTOBER, 1903, at 1.30 a.m., at ROSE VILLAS EAST 14, BONHAM ROAD, THE WHOLE OF THE HOUSEHOLD FURNITURE therein contained, comprising—

DOUBLE and SINGLE IRON BED-STEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD WARD-ROBE with GLASS, MARBLE-TOP WASHSTANDS and TOILET SETS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BOOK-CASE, OVERTHEAT, TEAKWOOD SIDEBOARD with GLASS, CROCKERY and GLASS WARE, COOKING STOVE and UTENSILS, &c., &c.

Also, One LADY'S BICYCLE, a quantity of BOOKS, One SMALL MILNE'S SAFE and a great Assortment of PLANTS in POTS. Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers. [2903]

Hongkong, 28th October, 1903.

## PUBLIC AUCTION.

## IN BANKRUPTCY.

RE THE TACKLEE FIRM, BY ORDER OF THE OFFICIAL RECEIVER AND TRUSTEE,

THE Undersigned have received instructions to Sell by Public Auction,

MONDAY, the 2nd NOVEMBER, 1903, at 3 p.m., at LAI OY'S GODOWN No. 356, West Point, THE FOLLOWING QUANTITY OF ASSORTED MATTINGS,

Comprising—

462 Rolls 70 to 75 lbs. weight per roll, 40 yards long by 1 yard wide.

83 Rolls 20 yards long by 1 yard wide, Pin Fa Matting.

126 Rolls 35 yards long by 1 yard wide, Pin Fa Matting.

23 Rolls 40 yards long by 11 yard wide, Nylon Ko Coloured Matting.

10 Rolls 40 yards long by 11 yard wide, Hop Fa Coloured Matting.

2 Rolls 40 yards long by 11 yard wide, Cheung Kai Coloured Matting.

20 Rolls 40 yards long by 11 yard wide, Cheung Kai Coloured Matting (superior quality).

8 Rolls 40 yards long by 1 yard wide, Cheung Kai Coloured Matting.

28 Rolls 40 yards long by 1 yard wide, Cheung Kai Coloured Matting.

27 Rolls 40 yards long by 2 yard wide, Cheung Kai Coloured Matting.

137 Rolls 40 yards long by 2 yard wide, Tang Cheung Matting.

30 Rolls 40 yards long by 2 yard wide, Cheung Kai Matting (superior quality).

956 Rolls. As usual.

HUGHES & HOUGH, Government Auctioneers. [2903]

Hongkong, 26th October, 1903.

## HONGKONG CRICKET CLUB.

## NOTICE.

THE MATCH for next SATURDAY, OCTOBER 31st, will be THE CLUB v. THE GAMBELTON.

Members wishing to play for either side are requested to enter their names in the match book kept in the Pavilion for that purpose.

PHILIP W. GOLDBRING, Acting Secretary. [3003]

Hongkong, 28th October, 1903.

## INTIMATIONS

## (ABBREVIATED) PROSPECTUS.

## THE ANGLO-JAPANESE LOCOMOTIVE AND ENGINEERING COMPANY, LIMITED.

(Incorporated under The Companies Ordinance, Hongkong, 1895 to 1899, whereby the liability of a shareholder is limited to the amount of his shares.)

CAPITAL, Yen 1,000,000, divided into 10,000 shares of Yen 100 each, payable as follows—Yen 50 on application, Yen 25 on allotment, and the balance when called for.

Of these 10,000 shares, 6,450 are now offered for subscription.

MANAGER: ROLAND FINCH, Esq., of Yokohama, Japan.

MANAGING AGENTS: Messrs. SAMUEL SAMUEL & Co., Yokohama, Japan.

HONGKONG AGENT: GEO. K. HALL BRUTTON, Esq. (Temporary)

BANKERS: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITOR: GEO. K. HALL BRUTTON, Esq., of Nos. 39 and 41, Des Vaux Road, Hongkong.

AUDITOR: A. R. LOWE, Esq., Hongkong.

REGISTERED OFFICES: Nos. 39 and 41, Des Vaux Road, Hongkong.

The Company has been formed for the purpose of acquiring land in Japan and of erecting workshops thereon for the construction and repair of locomotive engines, railway rolling stock, iron and steel bridges, structural ironwork, iron-founding and general engineering work.

In addition to the manufacture of locomotive engines, for which there is a constant demand, this Company will undertake repair-work of all kinds in connection with railway rolling stock.

There is to the knowledge of the Manager only one small workshop in Japan which undertakes work of a similar character to that proposed to be carried on by this company. It will readily be seen, therefore, that there is a great want in Japan for a company with modern machinery and a thoroughly efficient equipment capable of carrying out work in accordance with the Memorandum of Association.

The smaller railways using a large proportion of the total number of locomotives and rolling stock have no repairing shops, and suffer great inconvenience and expense in consequence, as it is difficult for them to get the necessary repairs and renewals completed and for which orders have not yet been placed. It will be seen, therefore, that the Manager has an intimate knowledge of the type of engines required for the Japanese Railways, and the best of manufacturing and delivering these engines and the prices as usually paid for them by the buyers.

The land which the manager proposes to acquire for the Company is situated at Kanagawa, Yokohama, Japan, and is suitable for the purposes of the Company as it adjoins the railway and water.

It is estimated that the buildings fully equipped can be completed and ready for work within ten months after building operations commence, and that 25 locomotive engines will be completed within six months of the completion of the workshops, and that the manufacture will go on at the rate of 25 engines for each half year. These could be sold for cash as completed.

Extensive orders are very frequently given for steel railway and other bridges for the East, and in view of the development of railway construction, such orders will continue to come. It is the intention of the company to undertake the construction of such work, from which large profits are expected to be realised.

For several years past there has been a demand by the smaller of the Japanese Railways for the purchase of locomotive and rolling stock to be paid for on the hire-purchase system; hitherto no English builders have seen their way to supply any rolling stock on the terms named, and it is the intention of the Company to supply such demands under proper guarantees for payment and from which large profits are as so expected to be realised.

The Company the first start work under very favourable conditions and with a connection already established equal to about 65 per cent. of the total manufacturing capacity of the works, which is sufficient in itself to pay hand some dividends to the shareholders; and in view of the development of railways in the East no difficulty is anticipated in securing orders to keep the Company's works completely going to its utmost capacity.

The Company is starting all the skilled labour necessary on the spot, which will be directed by the Manager and supervised by thoroughly skilled foremen from home.

Railways are also in course of construction and extension in China, Manchuria, Corea, Siam, Borneo and Burma, and very large numbers of locomotives as well as other rolling stock will soon be needed on these railways, the whole of which will be imported. The Company proposes to endeavour to secure a portion of that work.

The following contract has been made, namely, A contract dated the 29th day of July, 1903, between Roland Finch, Esq., of Yokohama, Japan, Gentlemen, of the one part, and Edward Clarence Davis, Esq., of the same place, Gentlemen, as Trustees for the Company, of the other part.

Copies of the Memorandum and Articles of Association of the Company and the Contract above mentioned may be inspected at the office of the Company's Solicitor.

Forms of application for shares may be obtained from the Agent and Bankers.

Applications for shares should be forwarded to the Bankers of the Company, The Hongkong and Shanghai Banking Corporation, Hongkong or Yokohama, Japan, from whom copies of the Prospectus may be obtained.

Copies of the Prospectus and further information may also be obtained from the Managing Agents, Messrs. Samuel Samuel & Co., Yokohama, Japan, and from the Agent in Hongkong, dated the 12th day of October, 1903. [2903]

Hongkong, 1st January, 1901.

## INTIMATIONS

## THE CANTON-HONGKONG ICE AND COLD STORAGE CO., LD.

CAPITAL..... \$700,000.00  
70,000 Shares..... \$10. Each.

OFFICERS.—PRESIDENT: Hon. RUSSELL COLBOURN, Canton, China.

VICE PRESIDENT: Mr. CHAN A. FOOK, Hongkong.

TREASURERS (Pro Tem): Mr. LAI Tai Yu, Canton and Hongkong. Mr. TANG YUT KAI, Canton & Hongkong.

SECRETARY: Mr. CHAN A. TAK, Hongkong.

BANKERS: THE GUARANTY TRUST CO.—Hongkong and New York.

DIRECTORS: Hon. RUSSELL COLBOURN, U.S. Vice-Consul General Canton, China.

Mr. CHAN A. FOOK, Merchant, Hongkong.

Mr. GEORGE A. WATKINS, Chemist, do.

Mr. TANG YUT KAI, Silk Merchant, do.

Mr. LAI Tai Yu, Merchant, Canton.

Mr. CHAU TIT SAI, Capitalist, Hongkong and Canton.

Mr. CHAU TUNG SANG, Capitalist, Hongkong.

Mr. KWONG KUT WONG, Capitalist, Canton.

Mr. LU KOW, Capitalist, Macao.

OFFICES: (WATKINS BUILDING), Queen's Road Central, Hongkong.

The object of this enterprise is the establishing of two factories for the manufacture of Ice, one in Hongkong, and one in Canton.

The former city, one of the largest shipping ports in the world, is supplied with ice by one plant, which supplies the inhabitants of Hongkong, the coast ports, the shipping in the Harbour, and the cities of Kowloon and Canton as well.

Owing to the increasing demand for Ice on plant, which is of the most modern American Machinery, will manufacture ice far more economically than can be done by any plant now in China or the East.

In Canton, which is the third largest city in the world, all the ice is purchased in Hongkong and delivered by River Steamers daily, and sells from two to three cents per pound.

In addition to the European population a large number of the better class of Chinese will purchase ice; besides the immense number of Ocean Steamers which are constantly in this port, we know, for this plant to its utmost capacity.

In addition to the Ice plant in Canton, we have added a Distilling Apparatus for making pure water, as it is impossible to drink the water taken from the river, and the entire European population buy drinking water, which is also brought from Hongkong by steamer. We will derive an additional income from this source. Furthermore we propose to erect Cold Storage Warehouses at both points, where meats, fruits, &c., may be kept, there being nothing of the kind in Canton at present, and a great demand for one. As the cost of operating, this would be small, the profits are certain to be very large.

In Canton we have an absolute monopoly as we manufacture on the spot, and furthermore, the Canton plant will supply its share of steamers, as well as selling to the adjacent towns of Fa Ti, Ho Nam, Fat Shui, San Shui, W'a Chow, and other towns on the West River. (Macao will be supplied from our Hongkong plant.)

It should be remembered that the Canton, Hankow Railway is pushing its line rapidly and this opens another avenue for the disposition of the product of the Canton Plant.

We do not deem it necessary to go into lengthy details on the merits of this enterprise, for we are confident the investor will readily see the advantages of the enterprise and the constantly increasing demand.

The Directors of this Company are composed of representative business men, both at Hongkong and Canton, who, we know, would not lend their names to any non-meritorious enterprise, and the connection of these men with this Company is a guarantee of a safe investment to the purchaser of our shares.

At the present selling price, if our Company only manufactured 30 tons of ice per day between the two plants, there will be a large profit to the Company.

Our machinery is of the latest and most economical type, and sufficient contracts are in hand now to guarantee our dividends.

A large portion of the stock has been subscribed, and the remainder is offered at par.

Shares may be obtained from the Guaranty Trust Co., of New York, the Company Bankers; or from the Secretary, or Messrs. TANG YUT KAI and LAI Tai Yu, Canton or Hongkong.

For further particulars, apply to the Secretary, Hongkong, 10th September, 1903. [2910]

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST

Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903. [2166]

## BANK

## IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000

PAID-UP CAPITAL " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES: Canton, Chefoo, Hankow, Peking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS: At 2 1/2 per annum on Current Account daily balances.

3 1/2 per annum on Fixed Deposits for 3 months.

4 1/2 " " " " 6 " "

5 1/2 " " " " 12 " "

E. W. BUTLER, Manager.

Hongkong, 1st January, 1901. [212]

## BANKS

## HONGKONG SAVING BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per annum.

Depositors may transfer at their option balances of \$500 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. [150]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000

RESERVE FUND..... \$1



# ROBINSON PIANO COMPANY, LIMITED

## NOTE.

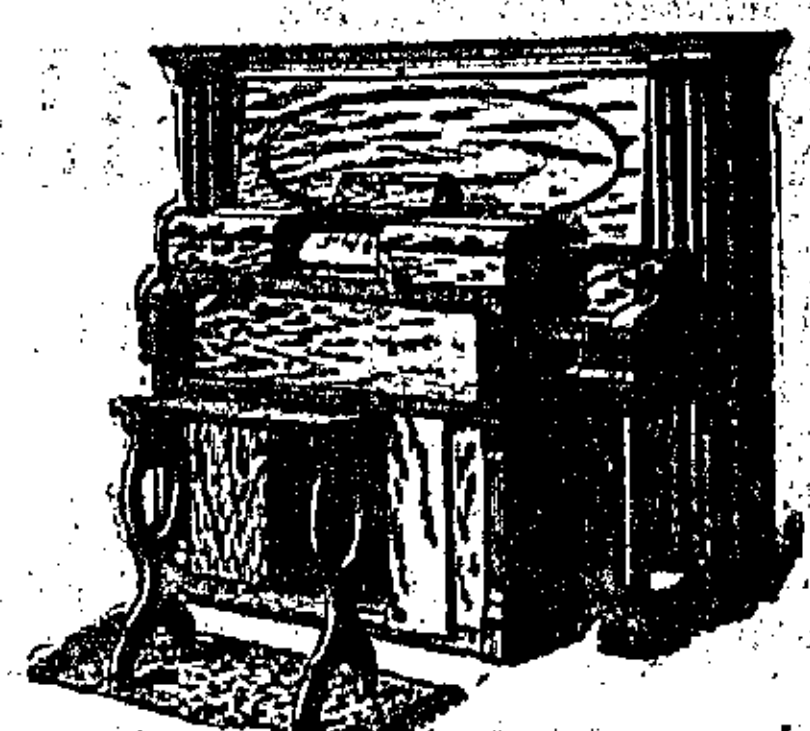
ENTIRELY  
NEW STOCK  
ARRIVING

SPECIALY AND MOST CAREFULLY  
CHOSEN BY OUR  
MR. ROBINSON,  
NOW IN EUROPE.

GREAT  
REDUCTIONS

in our present stock of Pianos and Musical  
Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO  
MASTER PIANO  
PLAYER

THE BEST OF ALL.

THREE STYLES:  
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [2484]

WANTED.

LESSONS in English language by a  
Young German; eventually will give  
German Lessons in return.

Care of Daily Press Office.  
Hongkong, 28th October, 1903. [2896]

WANTED.

FURNISHED ROOMS or HOUSE.  
Apply—  
A. L. Z.  
Care of Daily Press Office.  
Hongkong, 28th October, 1903. [3007]

DANCING.

PLEASE NOTE.

MRS. DONALDSON (Daughter of  
Professor F. F. WALLACE, of Ros-  
mount Dancing Academy, Glasgow), begs to  
inform the residents of Hongkong and district  
that her Classes are now forming in the CITY  
HALL, and beginners who wish to be able to  
dance this season in time for the Scotch Ball  
should enrol at once.

BEGINNERS' CLASS.  
Twice weekly ... \$10 a month.  
ADVANCED CLASS.  
Once a week ... \$7 a month.  
CHILDREN'S CLASS.  
Once a week ... \$4 a month.

PRIVATE CLASSES or PUPILS as may  
be arranged.  
Pupils enrolled at the Robinson Piano Co., Ltd.  
Hongkong, 15th October, 1903. [238]

CHEONG SHING  
GENERAL EXPORTERS.

DEALERS IN  
JEWELLERY, DIAMONDS, PEARLS,  
PRECIOUS STONES, SILKS, IVORY  
WARES, EMBROIDERIES AND  
PONGEE SILK.

Wholesale and Retail. Prices very moderate.  
No. 39, QUEEN'S ROAD CENTRAL  
(Opposite Messrs. C. J. G. & Co.)  
Hongkong, 16th May, 1903. [2308]

A. LING & CO.,  
FURNITURE STORE.  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOOCHOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [26]

CHINESE EASTERN  
RAILWAY CO.

TRANS-SIBERIAN  
TRAIN SERVICE.

Shanghai to London in 18 days.

## THE TARIFF PROBLEM.

(Continued from page 3.)

would be good enough to dabble down upon our  
planet every year a few hundred millions worth  
of tales of cotton, thousands of wheat, hogheads  
of sugar, cheap cutlery, clocks, watches, hats  
boots, ready-made clothes, and other useful  
articles, we should be extremely grateful to  
them.

But what, then, is the explanation? Obvious!  
that official figures do not, and cannot, tell the  
whole story. And if any anxious enquirer,  
turning his "open mind" for the first time  
to these matters, wants to know what that  
story is, I am afraid I cannot oblige him with  
anything new and original. I can only suggest  
certain points which, I fear, superior persons  
have already decided to regard as "shibboleths,"  
though a few years ago they were deemed as  
elementary as the alphabet; but almost  
ashamed to enlarge upon them. In the first  
place, export and import figures are not calcu-  
lated on the same basis; the value of the  
exports is necessarily under-estimated. The  
declaration of their value, made by the owner  
or the shipping agent at the port of embar-  
cation, omits all the factors which will  
have been added by the time they reach  
their port of destination, where they will  
be entered on the official records of some  
foreign country as imports. Among these items  
are the shipper's profits, and possibly the profits  
of other agents and intermediaries; the cost of  
freight and carriage; and insurance against fire,  
loss, accident, and theft. These various charges  
are very large, and they sometimes make a most  
substantial difference in the two prices. A  
cargo worth £100,000 at the wharf-side in  
Liverpool may have gained a good many  
thousands in value by the time it has been  
delivered to consignees in Valparaiso or Shang-  
hai. Attempts have been made to estimate the  
total amount of all these additions to our  
national profits; but they are not very success-  
ful, because the precise data are not obtainable,  
and in many cases do not appear on any British  
records. But it can be taken for granted that  
a large part of the excess of imports over  
exports is apparent and not real.

Secondly, a great surplus of imports is required  
to compensate us for various services to other  
nations, for which we are paid in commodities.  
The first of these is for sea-transport. We own  
nearly half the shipping, and more than half the  
ocean-going steam shipping, of the world. Our  
merchant fleet has been estimated as represent-  
ing a capital value of 600 millions sterling.  
If the gross—not the net—return on this  
capital, including the cost of maintenance and  
depreciation, is put at about 15 per cent.,  
that one item in our national business will  
account for an annual income of nearly 100  
millions for which no tangible exports have  
left our shores. In many cases, the profits  
made by English shipowners are entirely earned  
abroad. A British "tramp" steamer, laden  
with cotton at New Orleans, and discharges at  
Hamburg; there it receives another cargo,  
which it carries to Yokohama, and thence,  
perhaps, goes on with a consignment for San  
Francisco. For these long and expensive  
voyages, of which no hint would appear in our  
Trade Returns, heavy payments must be made  
by alien importers and merchants, and these  
must be liquidated in goods.

Freights, however, are not the whole of our  
"invisible exports." London is still the greatest  
of international money markets. We perform  
numerous financial services for foreign nations.  
We also perform other services—professional,  
legal, and the like. When an English firm  
sends out an expert at a heavy fee to examine a  
new mining concession, that fee returns to us—  
usually in goods. When a City house brings  
out a foreign loan, or finances a foreign railway,  
its not too moderate commission comes back—  
also in goods. All these items go to swell  
the "adverse balance of trade," for there is  
nothing to show for them on the Export  
Returns.

Thirdly, there are our foreign investments.  
It has been seen that they do not diminish; but,  
on the contrary, increase steadily. The Inland  
Revenue can now account for over 60 millions  
of income derived from this source alone.  
But it is, probably, more than that. It is  
human nature to dodge the collector of Incom-  
tax, when possible; rigid moralists in other  
matters do so constantly. In the case of money  
derived from foreign investments, and from  
business carried on abroad, there is abundant  
scope for under-statement, which cannot be  
officially checked. The Inland Revenue author-  
ities have no doubt that the actual amount of  
this income is much larger than they can  
identify. But, taking even the official figures,  
there is here enough to cancel from a third to  
a quarter of our excess of imports.

There are those who allege that all these  
together will not make up the "adverse"  
balance. How can they tell? They do not  
know—nobody knows—the whole amount  
earned by our shipowners, our shipmasters and  
officers, our financiers, merchants, bankers, bill-  
discounters, commission-agents, engineers, and  
I fear, company-promoters; and by our traders  
and manufacturers who carry on business or  
industries abroad. That all this should mount

up to nearly 150 millions a year, or rather to  
so much of that sum as represented by the real,  
and not the imaginary, difference between im-  
ports and exports, is not in the least impos-  
sible. At any rate, the *onus probandi* is on  
those who deny the explanation. The rest of  
us may be content to believe that these various  
items do really make good the "balance of  
trade," so long as our imports, our capital, our  
income, and our foreign investments all go on  
increasing together.

But there are, I know, some people who will  
refuse to be comforted, and never will be com-  
forted as long as the balance is "against" us.  
For this is a tradition centuries old, and it is  
not easily abandoned. It is really based on the  
ancient belief that the end of all trading is to  
obtain money, instead of to obtain commodities.  
It is the famous old theory of the Mercantile  
System, the object of which, as succinctly  
stated by Thomas Mun in 1681, consisted  
"in keeping imports less than exports, thus  
to secure a favourable balance, and provide an  
abundance of money, which could be drawn  
upon in time of need." This is also the  
doctrine of Mr. Seddon, who holds that  
the great thing is to prevent "golden sovereigns  
going abroad, when you might hang them up  
in your national stocking at home. But many  
people, less ardent in their beliefs than the  
distinguished Colonial Statesman, are render-  
unhappy by the same idea in a slightly in-  
famous form. Going back to the metaphor  
of a nation as a private trader, they insist  
on the discrepancy between income and expenditure.  
They regard the exports as the national  
earnings, and the imports as its current  
liabilities. But this is a misleading analogy.  
Taking the nation as if it were a single  
business concern, for the purposes of foreign  
commerce, the exports represent the outgoings  
and the imports the receipts. The former is  
what we pay out in order to get possession of the  
latter. A trader does not think he is doing  
particularly well if these entries in his books  
merely balance. On the contrary, he hopes to  
have a large margin in favour of the receipts,  
to represent his profits, the payment for his  
professional services, his goodwill, credit, &c.—  
in fact, his "invisible exports." If year by  
year he can contrive to take in £238, which his  
outlay for goods, stock, &c., amounts to no  
more than £278, he would consider his position  
highly satisfactory—particularly if his balances  
at the bank and his holdings of stock were  
steadily increasing all the while. Of course he  
fills in the margin somehow, by giving his  
customers something, or doing for them some-  
thing which they want, or think they want, and  
are willing to pay for. And, as a nation, so do  
we.

The pessimist, however, has yet one more  
anxiety. He looks at our export of coal to  
the value of some £30,000,000 annually, and  
says that here, at any rate, is a case of living on  
capital. That is, in a sense, true; but it is also  
true that other countries are doing the same  
thing with their natural products. And United  
States is using up its capital stock of gold,  
silver, copper, natural gas, and mineral oil, at a  
rapid pace. Germany is "living on" its  
capital of coal and iron, Canada on its timber  
and nickel, Sweden and Spain on their metallic  
ores, South Africa on its diamonds, and so on.  
And they can one and all urge the same excel-  
lent and sufficient reason, which is that capital  
is of no benefit to anybody so long as it is buried  
several hundred feet below the surface of the  
earth. The people who are alarmed at our  
export of coal ought not to rejoice—as they  
generally and illogically do—over our export of  
manufactured goods; for these cannot be made  
without the consumption of coal, so that to sell  
them abroad is only to waste our national stock  
of fuel upon the unworthy alien in another form.  
No doubt, if there were any danger that our  
coal-measures were being exhausted so fast that  
in a few years we should be left without the  
means of running our factories or driving our  
steamships, there would be ample warrant for  
anxiety. But that is not the prospect. At the  
present rate of consumption, geologists believe  
that our coal beds can continue to be worked  
for several hundred years. The lowest estimate  
puts it at about two centuries. I have not  
the smallest doubt that before the end of the  
Twenty-first Century one of two things will  
have happened: Most likely now coalfield



**Painkiller**  
(FERRY DAVIS)  
the seaman's friend, for cholera,  
cramps or chills. It acts like magic.  
Take no substitute.

have been opened in other parts of the  
id, and our foreign customers will no  
longer need to come to us. Perhaps, indeed,  
shall ourselves find it advisable to buy cheap  
abroad rather than to burrow deep down  
under the soil of our own small island. But it  
even more probable that coal will have been  
greatly superseded for mechanical purposes by  
the progress of invention and discovery. To  
take the lid of our grimy treasure-chest until  
the Edison of the future had made its contents  
useless, by focussing the solar energy or har-  
nessing the sea tides, would be a very foolish  
proceeding; no wiser, economically speaking,  
than it would have been to keep the timber of our  
English woodlands standing, for the benefit  
of posterity. Our ancestors, though often  
foresighted against the wishes of Kings and Parlia-  
ments, lit their furnace fires with the trees, and  
haped them in their dockyards; and so laid the  
foundations of our industry and commerce, in-  
stead of leaving their capital of logs and planks  
intact to a generation which, as it happens,  
builds its ships of iron.

## INSURANCES

AACHEN AND MUNICH FIRE IN-  
SURANCE CO.  
OF AIX-LE-CHATELAIN.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BRÜCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. [1113]

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.  
INCORPORATED 1851.  
Cash Security ... £262,719  
Total Losses Paid ... £2,769,240.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK & CO.  
Hongkong, 18th May, 1903. [1448]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.  
The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

SIEMSEN & CO.,  
Agents.  
Hongkong, 16th May, 1899. [21]

PHOENIX FIRE OFFICE.

The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LARRAIK & CO.,  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897. [128]

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above  
Company are prepared to ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.

STIMMSEN & CO.  
HAMBURG, 10th May 1875. [72]

THE BOMBAY FIRE AND MARINE  
INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept RISKS at Current Rates.

HOTZ, S. JACOB & CO.  
Hongkong, 30th July, 1903. [2160]

THE STATE FIRE INSURANCE  
COMPANY, LIMITED, OF  
LIVERPOOL.

THE Undersigned AGENTS of the above  
Company are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO.  
Hongkong, 3rd August, 1903. [2135]

NORTHERN ASSURANCE CO.

FIRE and LIFE.  
ESTABLISHED 1836.

THE Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.

Also to accept proposals for LIFE ASSUR-  
ANCE. Prospectuses on application.  
TURNER & CO.,  
Agents.  
Hongkong, 23rd September, 1903. [2073]

NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902,  
£16,378,771.

I. AUTHORIZED CAPITAL, £1,000,000 0 0  
SUSPENDED CAPITAL, 2,750,000 0 0  
PAID-UP CAPITAL, 687,500 0 0  
II. FIRE FUNDS, 2,867,215 11 10

The Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 18th June, 1903. [1688]

SALAMANDER FIRE INSURANCE  
COMPANY.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

HOTZ, S. JACOB & CO.  
Hongkong, 2nd April, 1900. [2]

Though the cost of  
making finest toilet soaps  
has nearly doubled, the retail  
price, ingredients, and superior  
quality of Vinolia Soap  
remain unchanged. For the  
complexion.

1847-2

## GENTLEMEN'S BOOTS.

OUR STOCK OF HIGH-GRADE

BOOTS AND SHOES

IS NOW ABSOLUTELY REPLETE.

WE HOLD 30 DIFFERENT SHAPES AND STYLES.

STOCKED IN SIZES AND 1/2 SIZE.

THE BEST IS ALWAYS THE CHEAPEST.

W. M. POWELL, L.D.,

GENTLEMEN'S DEPARTMENT,  
28, QUEEN'S ROAD.

## NELISTA CIGARETTES.

IF YOU SMOKE TURKISH CIGARETTES, SMOKE THE BEST.  
NELISTA CIGARETTES ARE MANUFACTURED FROM THE CHOICEST  
TURKISH TOBACCO, PACKED IN AIR-TIGHT TINS OF FIFTY.

MANUFACTURED BY—

W. D. & H. O. WILLS' BRANCH,

BRITISH-AMERICAN TOBACCO  
COMPANY, L.D.

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## NOBEL-GLASGOW EXPLOSIVES

DYNAMITE,

GELATINE-DYNAMITE

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWAI.

AGENTS—

JARDINE, MATHESON & CO.

## JAPAN COALS.

mitsui BUSSAN KAISHA  
MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108, HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Canton, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Sasebo, Maizuru, Misaki, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Honjo, Kanada, Fujiyama, Manado, Mannoura, Onoura, Otsuji,  
Sasagawa, Tsubakuro, Yoshinaka, Yoshio, Yuzubara, and other Coals.

N. INUZUKA, Manager, Hongkong.

AUTOMATIC MAUSER RIFLES

ESTABLISHED 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.

Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAURE, WEGENER & CO.,  
Sole Agents.  
Hongkong, 18th May, 1903.

NOTICE.—These fares include board both on steamers and  
railways, according to experience at the estimated  
rate of about 10s. 6d. per day for first-class  
passengers.

Express trains on the Chinese Eastern Railway run twice a week  
and are connected both with the Chinese Eastern Railway Company's  
Express steamers to Shanghai and Nagasaki, and Siberian Express  
trains.

In future Express trains will be increased in number in accor-  
dance with request.

The details of time tables are given in the Russian Official Guide  
of Railways, steamers and other Passenger Services.  
For further particulars please apply to

P. YARAWA, AGENT,  
CHINESE EASTERN RAILWAY CO.,  
10, THE BUND, SHANGHAI.  
29th October, 1903. 2995

## FROM LONDON TO SHANGHAI BY WAY OF

Hull, Alexandrowo, Moscow, Dalny.		Brindisi or Naples and Suez Canal.		Canada, Quebec, and Vancouver.	
Fares in roubles.	Length of journey in Days.	Fares in roubles.	Length of journey in Days.	Fares in roubles.	Length of journey in Days.
497 Rls. 17c.	18 to 19	742 to 780	31 to 32	627 to 707	31 to 33



## SHIPPING.

ARRIVALS.	
Oct. 28, Atoll, British str. 3031, Wm. Watt, Saurabaya 10th Oct., Bessie 15th, Tagal 17th, and Cheriton 18th, Sugar.—Butterfield & Swire.	
Oct. 28, ANNEKE RICHARDS, German str. 1220, H. Kohn, Bangkok via Swatow 18th Oct., Rice and General.—ANNEKE RICHARDS & Co.	
Oct. 29, AUSTRIAN, Austrian gubboat, 982, Friedrich Grunzberger, Singapore 28th Oct.	
Oct. 29, DAIJIN MARU, Japanese str., 500, T. Ogata, Tamsui, Amoy and Swatow 28th Oct., General.—OSAKA SHOSHEN KAISHA.	
Oct. 29, HATCHING, British str., 1267, P. Hatching, Swatow 28th Oct., General.—DOUGLAS LAFRAIE & Co.	
Oct. 29, HAMBURG, German steamer, 6597, E. Burmeister, Hamburg 17th September, and Singapore 24th Oct., Mails and General.—HAMBURG-AMERIKA LINE.	
Oct. 29, PERLA, British str., 1287, J. McGinty, Cebu 28th Oct., General.—SHEWAN, TOMES & Co.	
Oct. 29, PONTON, Norwegian str., 837, Seoborg, Newchwang and Chiofo 22nd Oct., Beans.—HABT ASIATIC TRADING CO.	
Oct. 29, ROHILLA MARU, Japanese str., 2399, E. Bent, Manila 28th Oct., General.—TOYO KISEN KAISHA.	
Oct. 29, TVE, Norwegian str., 1718, D. L. Dahlstrom, Hongkong 28th Oct., Coal.—ELER AUSTRIAN TRADING CO.	
Oct. 29, WAKASA MARU, Japanese str., 3884, J. B. Macmillan, Yokohama 17th October, General.—NIPPON YUSEN KAISHA.	

## CLEANANCES.

AT THE HARBOR MASTER'S OFFICE.

Bombay Mtn, Japanese str., for Kobe.  
 Carl Dietrichsen, German str., for Hoihow.  
 Hae, French str., for Kwangchauwan.  
 Tyr, Norwegian str., for Canton.  
 Woonang, British str., for Swatow.

## DEPARTURES.

29th October.  
 CHEANGCHOW, British str., for Amoy.  
 CHANGA JENSEN, German str., for Canton.  
 HAILAN, French str., for Pakhoi.  
 HATTA, British str., for Swatow.  
 HOHBAO, French str., for Hoihow.  
 KANGU, British str., for Canton.  
 MANDAN MARU, Jap. str., for Kutchinotzu.  
 PARKOT, British str., for Chiofo.  
 PARKING, British str., for London.  
 Roan, German str., for Europe.

## VESSELS IN DOCK.

29th October.  
 ABERDEEN DOCK.—Lillebonne, U.S.A.T.  
 Wright, Hercules, Turtas, Thales, Chumang, Dr. H. J. Kiar, Paul Revere, Athenian, Cosmopolitan Dock.—Taitan, Teucer, Bedouin.

## SHIPPING REPORTS.

The British steamer Hatching, from Swatow 28th Oct., had moderate northerly winds and sea. Passed German str. Taitan, off the Cape of Good Hope, having lost her funnel and boats unashed, proceeding to Swatow. Vessels in port.—Taitan, Hong Bee, Avoca, and Macken. The British steamer Perla, from Cebu 22nd Oct., had light to fresh N.W. breeze and smooth sea to lat. 15.02 N., long. 110.45 E.; thence strong gale from N.W. to S.W. with heavy squalls and high confused sea to lat. 18.37 N., long. 117.47 E.; thence moderate S.W. breeze with rough head sea to Frates; thence strong N.E. breeze and high beam sea into port.

## VESSELS ON THE BERTH.

FOR YOKOHAMA AND KOBE.

**THE H.A.L. Steamship**  
 "SUEVIA."  
 Captain P. Eck, will be despatched for the above ports TO-DAY, the 30th inst., at Noon.  
 For Freight, apply to  
 HAMBURG-AMERIKA LINE,  
 Hongkong Office.  
 Hongkong, 21st October, 1903. [2942]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**  
 FOR MANILA.  
 "LOONGSANG."  
 Captain Weigall, will be despatched as above TO-DAY, the 30th inst., at 4 P.M.  
 This steamer has superior accommodation for first-class passengers and is fitted throughout with Electric Light.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 General Managers.  
 Hongkong, 28th October, 1903. [2975]

## FOR MANILA.

**THE Steamship**  
 "TEUCER."  
 Captain P. R. Silverlock, will be despatched for the above port on or about FRIDAY, the 30th inst.  
 Good Accommodation for Cabin Passengers at reduced rates.  
 For Freight and Passage, apply to  
 DODWELL & CO., LD.,  
 Agents.  
 Hongkong, 27th October, 1903. [2998]

**BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.**  
 FOR RANGOON, VIA AMOY AND SWATOW.  
 "JELUNGA."  
 Captain Windbank, will be despatched as above TO-MORROW, the 31st inst., at 4 P.M.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 Agents.  
 Hongkong, 29th October, 1903. [3008]

**REGULAR SERVICE TO NEW YORK.**  
 VIA PORTS AND SUEZ CANAL  
 (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).  
 PROPOSED SAILINGS FROM HONGKONG.  
 1903.

"KURDISTAN" ... 31st Oct.  
 "RICHMOND CASTLE" ... 10th Nov.  
 "ORONO" ... 19th Nov.  
 "ORO" ... 1st Dec.  
 "LOWTHER CASTLE" ... 12th Dec.  
 "SIKH" ... 22nd Dec.  
 For Freight and further information, apply to  
 DODWELL & CO., LD.,  
 Agents.  
 Hongkong, 27th October, 1903. [1125]

## VESSELS ADVERTISED AS LOANS.

DESTINATION	VESSEL'S NAME	TYPE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAVA	Brit. str.	S. Barcham	P. & O. S. N. Co.	To-morrow, Noon
LONDON & ANTWERP, VIA PORTS OF CALL.	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	14th Nov., at Noon
LONDON & ANTWERP	TANTALUS	Brit. str.	W. H. Smith	Butterfield & Swire	24th Nov.
LONDON & ANTWERP	POLYTHENUS	Brit. str.	W. H. Smith	Butterfield & Swire	24th Nov.
LIVERPOOL	ACHILLE	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
ANTWERP & HAMBURG	CANADIA	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
MARSEILLES, LONDON &c., v. S. P. &c.	WAKASA MARU	Jap. str.	Seller	NIPPON YUSEN KAISHA	To-morrow, 11 A.M.
MARSEILLES & LIVERPOOL	YAMAGUCHI	Jap. str.	Seller	NIPPON YUSEN KAISHA	14th Nov., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	HYSON	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
MARSEILLES, LONDON & ANTWERP	PROMETHEUS	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
MARSEILLES, LONDON & ANTWERP	DARDANUS	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
BREMEN, VIA PORTS OF CALL	PREUSSEN	Ger. str.	E. Prehn	Butterfield & Swire	14th Nov.
HAVRE & HAMBURG	SAXONIA	Ger. str.	Brehmer	Butterfield & Swire	14th Nov.
HAVRE, BREMEN & HAMBURG	MARBURG	Ger. str.	Brehmer	Butterfield & Swire	14th Nov.
HAVRE & HAMBURG	SUEVIA	Ger. str.	Brehmer	Butterfield & Swire	14th Nov.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	Brehmer	Butterfield & Swire	14th Nov.
HAVRE & HAMBURG	NORBERTUS	Ger. str.	Brehmer	Butterfield & Swire	14th Nov.
HAVRE & HAMBURG	WIKTORIA	Ger. str.	Brehmer	Butterfield & Swire	14th Nov.
NEW YORK, VIA SINGAPORE &c.	NIPPON	Jap. str.	Seller	NIPPON YUSEN KAISHA	14th Nov.
NEW YORK, VIA SUEZ CANAL	KURDISTAN	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
NEW YORK, VIA SUEZ CANAL	SENCA	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
NEW YORK, VIA SUEZ CANAL	HERMISTON	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
VANCOUVER, VIA SHANGHAI &c.	E. OF INDIA	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI &c.	OANPA	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
VICTORIA (B.C.) & TACOMA VIA SHANGHAI &c.	ITO MARU	Jap. str.	C. H. Butler	Butterfield & Swire	14th Nov.
PORTLAND, OREGON	SHAWMUT	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
AUSTRALIAN PORTS	INDRAPURA	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
YOKOHAMA & KOBE	KASUGA MARU	Jap. str.	W. H. Smith	Butterfield & Swire	14th Nov.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	FORMOSA	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
MOJI, KOBE, YAMAGUCHI, &c., & SAN FRANCISCO	CHINGWU	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
KOBE & YOKOHAMA	TSINAN	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
NAGASAKI, KOBE & YOKOHAMA	BINGO MARU	Jap. str.	E. Davis	Butterfield & Swire	14th Nov.
CHEMULPO, DALNY & PORT ARTHUR	KUMANO MARU	Jap. str.	E. Davis	Butterfield & Swire	14th Nov.
SHANGHAI	PROMOT	Ger. str.	W. H. Smith	Butterfield & Swire	14th Nov.
TAMU, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	W. H. Smith	Butterfield & Swire	14th Nov.
FOOCHOW DIRECT	ANPING MARU	Jap. str.	W. H. Smith	Butterfield & Swire	14th Nov.
ANPING, VIA SWATOW & AMOY	HAIDZUBU MARU	Jap. str.	W. H. Smith	Butterfield & Swire	14th Nov.
SWATOW & SHANGHAI	KAPONG	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
SWATOW	WOOSUNG	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
MANILA	TRUCER	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
MANILA	LOONGSANG	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
MANILA DIRECT	RUBI	Brit. str.	W. H. Smith	Butterfield & Swire	14th Nov.
MANILA DIRECT	ROHILLA MARU	Jap. str.	E. P. Bishop	Butterfield & Swire	14th Nov.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	Butterfield & Swire	14th Nov.
MANILA DIRECT	SUNGIANG	Brit. str.	T. W. Gaskill	Butterfield & Swire	14th Nov.
LOLOLO	YUCHANG	Brit. str.	T. W. Gaskill	Butterfield & Swire	14th Nov.
BOMBAY, VIA SINGAPORE & COLOMBO	KINSHU MARU	Jap. str.	T. W. Gaskill	Butterfield & Swire	14th Nov.
BOMBAY, VIA SINGAPORE & COLOMBO	KAGOSHIMA MARU	Jap. str.	K. Kori	Butterfield & Swire	14th Nov.
SINGAPORE, PENANG & CALCUTTA	ISCHIA	Ital. str.	Maganzi	Butterfield & Swire	14th Nov.
BANGKOK, VIA AMOY & SWATOW	C. AFCAE	Brit. str.	A. Stewart	Butterfield & Swire	14th Nov.
	JELUNGA	Brit. str.	Windbank	Butterfield & Swire	14th Nov.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTES FRANCAIS.

## NOTICE.

STEAM FOR  
 SAIGON, SINGAPORE, BATAVIA,  
 COLOMBO, ADEN, EGYPT,  
 MARSEILLES, MEDITERRANEAN  
 AND BLACK SEA PORTS,  
 LONDON, HAVRE, BORDEAUX;  
 ALSO  
 PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903, "YARMA," Captain Sollier, with Mails, Passengers, Specie and Cargo, will call at this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.  
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
 Shipping Orders will be granted till Noon only on Monday, the 2nd November. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
 For further particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 22nd October, 1903. [2]

FOR SINGAPORE, PENANG AND CALCUTTA.  
 "CATHERINE APCAR."  
 Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 3rd November, at 3 P.M.  
 For Freight or Passage, apply to  
 DAVID SASSOON & CO., LD.,  
 Agents.  
 Hongkong, 28th October, 1903. [2987]

STEAMSHIP SERVICE TO NEW YORK  
 VIA SUEZ CANAL.  
 (With liberty to call at Philippine Ports).  
 "SENECA."  
 Captain C. R. Beynon, will be despatched on or about THURSDAY, the 5th November.  
 For Freight and further information, apply to  
 STANDARD OIL COMPANY  
 OF NEW YORK,  
 Oriental Freight Department.  
 Hongkong, 14th October, 1903. [2982]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY  
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
 "BENGAL."  
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 7th NOVEMBER, at Noon, taking passengers and cargo for the above ports.  
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.  
 Parcels will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required.  
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
 For further particulars, apply to  
 E. A. HEWETT,  
 Superintendent.  
 Hongkong, 28th October, 1903. [1]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	JAVA	Noon, 31st October	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI, KOBE	FORMOSA	About 31st October	Freight and Passage.
SHANGHAI	CHUSAN	About 6th November	Freight and Passage.
LONDON, &c.	BENGAL	Noon, 7th November	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th October, 1903.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amidships, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	E. W. Almond	Manila direct	Sat., 31st Oct., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct	Sat., 7th Nov., 10 A.M.
PERLA	1880	J. McGinty		

For Freight, or Passage apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 28th October, 1903.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 4th Nov. 1903
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 18th Nov.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 16th Dec.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S. "TABAR"	4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 9th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 20th April
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TABAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connections made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Palliser Street.

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## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
WAKASA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 31st Oct., at DAYLIGHT.
KINSHU MARU	BOMBAY, via SINGAPORE and COLOMBO	SATURDAY, 31st Oct., at Noon.
ITO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	Monday, 2nd Nov., at 4 P.M.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	Tuesday, 3rd Nov., at Noon.
KUMANO MARU	NAGASAKI, KOBE & YOKOHAMA	Wednesday, 4th Nov., at Noon.
BINGO MARU	KOBE and YOKOHAMA	Friday, 6th Nov., at DAYLIGHT.
KASUGA MARU	STURBY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	Friday, 6th Nov., at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings First Floor, Charter Road.  
 Apply to—  
 T. S. TAKAYANAGI, Acting Manager.

## IMPERIAL GERMAN MAIL

## LINE.

## NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

## STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

## PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY 11th November
HAMBURG	WEDNESDAY 25th November
PRINZ HEINRICH	WEDNESDAY 9th December
KONIG ALBERT	WEDNESDAY 23rd December

1904

\* KIAUTSCHOU ... WEDNESDAY 6th January

SACHSEN ... WEDNESDAY 20th January

BAYERN ... WEDNESDAY 3rd February

GERA ... WEDNESDAY 17th February

SEIDLITZ ... WEDNESDAY 2nd March

PREUSSEN ... WEDNESDAY 16th March

ROON ... WEDNESDAY 30th March

\* EMBURG ... WEDNESDAY 13th April

PRINZ HEINRICH ... WEDNESDAY 27th April

\* Steamers of the Hamburg-Amerika Line.

ON WEDNESDAY, the 11th day of NOVEMBER, 1903, at Noon, the Steamship "PREUSSEN" of the Norddeutscher Lloyd, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 9th November, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 10th November, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 10th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.



# OCEAN STEAM SHIP CO., LP. AND CHINA MUTUAL STEAM NAVIGATION CO. LP. JOINT SERVICE

**FOURWEEKLY SAILINGS FOR LONDON AND CONTINENT.**  
**MONTHLY SAILINGS FOR LIVERPOOL.**  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AND HUMBOLDT PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DANFORTH"	On 31st October	
GLASGOW and LIVERPOOL	"OLYMPIA"	On 7th November	
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November	
GLASGOW and LIVERPOOL	"DANFORTH"	On 28th November	
GLASGOW and LIVERPOOL	"OLYMPIA"	On 5th December	
GLASGOW and LIVERPOOL	"ACHILLES"	On 12th December	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 19th December	

FOR	STEAMERS	TO	DATE
LONDON and ANTWERP	"DANFORTH"	On 10th November	
MARSEILLES and LIVERPOOL	"OLYMPIA"	On 17th November	
LONDON and ANTWERP	"ACHILLES"	On 24th November	
MARSEILLES and LIVERPOOL	"PROMETHEUS"	On 1st December	
LONDON and ANTWERP	"DANFORTH"	On 8th December	
MARSEILLES and LIVERPOOL	"OLYMPIA"	On 15th December	
LONDON and ANTWERP	"ACHILLES"	On 22nd December	
MARSEILLES and LIVERPOOL	"PROMETHEUS"	On 29th December	

**TRANS-PACIFIC SERVICE.**  
STEAMERS TO SAIL:  
"DANFORTH" On 30th November.  
"OLYMPIA" On 30th November.  
"ACHILLES" On 30th November.  
"PROMETHEUS" On 30th November.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
[10-12]  
Hongkong, 24th October, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SWATOW and SHANGHAI	"WOOSUNG"	On 30th October	
AMOI and MANILA	"KAIFONG"	On 31st October	
LOILO	"WUCHANG"	On 31st October	
Kobe	"TSINAN"	On 2nd November	
MANILA	"SUNGKIANG"	On 11th November	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE, AGENTS.**  
[11]  
Hongkong, 29th October, 1903.

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. Co. BOSTON S. Co.  
BOSTON TOWBOAT Co.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.  
PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
SHAWMUT	9,606	W. M. Smith	Saturday, November 14th
* OLYMPIA	2,837	A. Dixon	Wednesday, November 25th
* TACOMA	2,812	M. Ridley	Tuesday, December 15th
* VICTORIA	3,502	J. Truebridge	Saturday, December 19th
TRENTON	9,606	T. W. Garlick	Thursday, December 24th
* LYRA	4,417	G. V. Williams	Thursday, January 21st

\* Have no second class accommodation. † Cargo only.  
**FOR MANILA.**  
The largest, steadiest, and most comfortable steamers for Manila.  
S.S. TREMONT, 9,606 tons. T. W. Garlick. About 29th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—  
**DODWELL & CO., LIMITED, GENERAL AGENTS.**  
QUEEN'S BUILDINGS.  
[12]  
Hongkong, 19th October, 1903.

## HAMBURG-AMERIKA LINIE.

### NORDDEUTSCHER LLOYD.

#### OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, BREMEN, GENOA. Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports.

**PROPOSED SAILINGS FROM HONGKONG.**  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SAXONIA	HAVRE and HAMBURG	On 3rd Nov. Freight.
Capt. Bremer	(Calling at Singapore and Penang)	
CANADA	ANTWERP and HAMBURG	On 14th Nov. Freight.
Capt. Wagner	(Calling at Singapore and Colombo)	
MARBOURG	HAVRE, BREMEN and HAMBURG	On 21st Nov. Freight.
Capt. Stern	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE and HAMBURG	On 1st Dec. Freight.
Capt. Borch	(Calling at Singapore and Penang)	
ARAGONIA	HAVRE and HAMBURG	On 15th Dec. Freight.
Capt. Forst	(Calling at Singapore and Colombo)	
NURNBERG	HAVRE and HAMBURG	On 29th Dec. Freight.
Capt. Jahrg	(Calling at Singapore and Penang)	
AMERICA	HAVRE and HAMBURG	On 5th Jan. Freight.
Capt. Duckstein	(Calling at Singapore and Colombo)	

For Further Particulars, apply to—  
**HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.**

## THE HONGKONG STEAMSHIP CO. LTD.

FOR PORT ARTHUR.  
(Calling at SHANGHAI).  
Steamship  
"PRONTO"  
Captain Grandt, will be despatched for the above ports on SUNDAY, the 1st November, at DAYLIGHT.  
For Freight or Passage, apply to  
**HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, Hongkong, 31st October, 1903.** [1947]

**CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.**  
**司公限有船輪華中**  
FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO, AND SAN FRANCISCO.  
THE Steamship  
"CHINGWO"  
Captain Parkinson, will be despatched for the above ports on WEDNESDAY, the 4th November, at Noon.  
For Freight, apply at Company's Office, No. 23, Des Vaux Road.  
**J. S. VAN BUREN, Superintendent.**  
Hongkong, 10th October, 1903. [2343]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY AND MELBOURNE.  
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"EMPIRE"  
Captain P. T. Holms, will be despatched for the above ports on WEDNESDAY, the 18th November, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A stewardess and a duly qualified surgeon are carried.  
To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO., Agents.**  
Hongkong, 22nd October, 1903. [2564]

**THE AMERICAN ASIATIC STEAMSHIP COMPANY.**  
STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.  
THE Steamship  
"HEMISTON," Captain W. T. Bain,  
will be despatched on or about WEDNESDAY, the 18th NOVEMBER.  
For Freight, &c., apply to  
**SHEPHERD TOMES & CO., General Agents.**  
Hongkong, 23rd October, 1903. [2555]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR  
VIENNA AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).  
THE Company's Steamship  
"NIPPON"  
Captain Klausberger, will be despatched as above on FRIDAY, the 20th November, P.M.  
For information as to Passage and Freight, apply to  
**SANDER, WIELE & CO., Agents.**  
Princes' Buildings.  
Hongkong, 26th October, 1903. [3]

**CHINA NAVIGATION CO., LIMITED.**  
**HONGKONG-MANILA.**  
REDUCED SALOON PASSAGE MONEY.  
SINGLE, \$20; RETURN, \$35.  
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.  
**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 4th July, 1904. [1964]

**NATAL LINE OF STEAMERS.**  
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.  
For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED, General Agents for China and Japan.**  
Hongkong, 4th August, 1897.

**HONGKONG-MACAO LINE.**  
S.S. "WING CHAI"  
Captain Samuel Bell Smith.  
DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.  
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.  
2nd Class \$1. 3rd Class 50 cents.  
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays 55 cents will be charged for each Cabin which has accommodation for two or more Passengers.  
Wharf at the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.  
**MING ON & CO., 2nd Floor, 16, Victoria Street.**  
Hongkong, 8th September, 1903. [2112]

## FOR CANTON.

THE new and fast Twin-Screw Steamer  
"SAN CHEUNG"  
551 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 8 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
**J. TREVOUX & CO., No. 125, Connaught Road Central.**  
Hongkong, 30th June, 1903. [17]

**NOTICES TO CONSIGNEES.**  
**CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.**  
NOTICE TO CONSIGNEES.  
S.S. "CHINGWO."  
FROM SAN FRANCISCO, KOBE AND MOJI.  
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected by me in any case whatever.  
**J. S. VAN BUREN, Superintendent.**  
Hongkong, 26th October, 1903. [2378]

**OCEAN STEAMSHIP COMPANY, LIMITED.**  
AND  
**CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**  
CONSIGNEES per Company's Steamer  
"ANTENOR"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd instant.  
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 23rd inst.  
No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognised.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE, Agents.**  
Hongkong, 26th October, 1903. [10-12]

FROM HAMBURG, PENANG AND SINGAPORE.  
THE H.A.L. Steamship  
"SUEVIA"  
Captain Borch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 28th inst.  
Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd November will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd November, at 3 P.M.  
No Fire Insurance has been effected.  
**HAMBURG-AMERIKA LINIE, Hongkong Office.**  
Hongkong, 23th October, 1903. [3002]

**QUAN WAM & CO., GRANITE MERCHANT CONTRACTORS.**  
Dealers in  
MARBLE and GRANITE MONUMENTS.  
No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs, & Prices on Application.  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1903. [204]

**THE AMERICAN SYSTEM OF DENTISTRY.**  
DR. M. H. CHAUN,  
27, DES VOUEX ROAD CENTRAL HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [2490]

**SIEN TING.**  
SURGEON DENTIST.  
No. 10, D'ARQUILLAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903. [263]

**A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES**  
Asthmatic people who suffer from Oppression in breathing, stinging sensations, Hoarseness, Laryngitis, Cough, with Wheezing, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.  
GRIMAULT & Co., Paris, sold by all Chemists.  
**GRIMAULT'S Matico Capsules AND INJECTION**  
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of acute and chronic Discharges. The Capsules, unlike Copals, have not the inconvenience of producing Nausea.  
MATIOCO INJECTION is used in recent and chronic cases.  
**GRIMAULT & Co., Paris, sold by all Chemists.** [1892-5]

**Food, well Digested, is the Origin of Strength.**

Every act, every thought, every movement of muscle or mind, uses up some of the substance of our bodies. Food repairs this loss, but only when it is digested. To be strong and healthy, assist your stomach, liver and kidneys to do their work perfectly by taking Mother Seigel's Syrup, which contains food digesting ferments and gentle tonics for the stomach, and has cured more dyspeptics than any other medicine in the world.


# SEIGEL'S SYRUP

Mr. C. F. Morsner, French-Hoek, Paarl Div., Cape Colony, says, "Since 1885 I have always kept Mother Seigel's Syrup in stock and had a good sale for it. I myself suffered severely from liver complaint, and after using a bottle of Mother Seigel's Syrup was quite cured."

**Makes Food Nourish You.**

# MELLIN'S FOOD

**For INFANTS and INVALIDS.**  
Purely Vegetable and Untouched by Hand.  
MELLIN'S FOOD is free from Starch. When prepared is similar to Breast Milk.  
Mellin's Food Works, Peckham, London, England.




*Sincerely speaking, I consider Rainier the only beer of good quality.*  
*A. Consumer*

# RAINIER BEER

A. S. WATSON & CO., LIMITED.  
HONGKONG AGENTS. [1892-2]

## BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.  
**ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.**



THE BEER IS BREWED OF BEST SAZER HOPS AND PUREST BARLEY MALT ONLY, AND WARRANTED NOT TO CONTAIN CHEMICALS IN ANY FORM.  
The Beer is sterilized after being bottled, and full mature age imparts its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.  
**F. BLACKHEAD & CO., Sole Agents.**  
Hongkong, 25th July, 1903. [311]

**A FEW Specialties in New Drinks. Cannot be surpassed in quality. Supersede any other productions in the Far East.**  
Do not fail to order BOKHO, a most appreciated drink, Supremes Soda Water with Spirit.  
Our Superior GINGER ALE is of the very finest quality, equal in flavor to the famous "Belfast Water." It drinks with a full mellow body, leaving a fine subtle flavor on the palate, which will make you wish to drink it again.  
ORANGE CHAMPAGNE, a most delicious and very light, fine flavour drink.  
LIME JUICE and SODA, a Popular Beverage, refreshing and healthful. Thirst Quencher. From the Palermo fruit.  
Apply to THE ROYAL CRYSTAL WATER MANUFACTORY Factory and Office, West Point, Telephone 367. Depot—Ice House Street, Telephone 374.  
Hongkong, 22nd September, 1903. [117-]

**COLD STORAGE.**  
THE HONGKONG ICE COMPANY, LTD.  
I have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily. Sundays excepted to receive and deliver perishable goods.  
WM. PARLANE, Manager.  
Hongkong, 15th November, 1901. [65]



